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Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.25	7.10			
Yau-mat	6.50	9.24	10.39	12.09	1.24	4.44	5.34	7.19			
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	5.46	7.31			
Tai-po	7.16	9.49	11.04	12.34	1.49	5.09	5.59	7.44			
Tai-po Market	7.31	9.55	11.10	12.40	1.55	5.15	6.05	7.59			
Yau-mat	7.38	10.02	11.17	12.47	2.02	5.22	6.12	8.04			
Shatin	7.48	10.12	11.27	12.57	2.12	5.32	6.22	8.14			
Shum-chun	7.52	10.16	11.31	13.01	2.16	5.36	6.26	8.18			

SUNDAYS AND PUBLIC HOLIDAYS											
Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.25	7.10			
Yau-mat	6.50	9.24	10.39	12.09	1.24	4.44	5.34	7.19			
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	5.46	7.31			
Tai-po	7.16	9.49	11.04	12.34	1.49	5.09	5.59	7.44			
Tai-po Market	7.31	9.55	11.10	12.40	1.55	5.15	6.05	7.59			
Yau-mat	7.38	10.02	11.17	12.47	2.02	5.22	6.12	8.04			
Shatin	7.48	10.12	11.27	12.57	2.12	5.32	6.22	8.14			
Shum-chun	7.52	10.16	11.31	13.01	2.16	5.36	6.26	8.18			

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WEEK DAYS											
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Fanning	7.45	11.30	12.25	8.25							
Shataukok	8.40	12.25	1.15	7.20							

SUNDAYS AND PUBLIC HOLIDAYS											
Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Fanning	7.45	11.30	12.25	8.25							
Shataukok	8.40	12.25	1.15	7.20							

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## MOSCOW'S HAND IN SHANGHAI DISORDERS.

DOCUMENTARY EVIDENCE OF SECRET MACHINATIONS  
AGAINST LOYAL WORKERS.

COMRADE KARAKHAN'S SPECIAL STIPULATION.

The following amazing revelations, from a Russian correspondent, and supported by documentary proof, concerning the activities of the Soviet Consulate in Shanghai on behalf of the Third Internationale, are received from a good source, states the *N.C. Daily News*. They are irrefutable proof that the Red Consulate in Shanghai has taken an active part in the prolongation of the General Strike, that the Consulate has organized a Special Committee of Chinese Students and Representatives of the Workers Organizations to inaugurate a reign of terror, and that it has even taken upon itself to carry on Communist propaganda among the foreign men-of-war-men stationed at Chinese ports. American bluejackets are to be the first to be converted. They are to be proselytized by a specially chosen Soviet agitator named Greben, a man who after a lengthy career in the Russian Volunteer Fleet migrated to the United States, became a naturalized American citizen and joined the army, in which he rose to the rank of 2nd-Lieutenant. This agent also has a staff of sub-agents.

We reproduce below the more noteworthy portions of our Northern contemporary revelations, as follows:—

In accordance with the established tradition of Moscow's propaganda universities the representatives of the Komintern (the committee of the Third Internationale charged with the duty of starting a world conflagration) in Shanghai strives to prove to Americans and other foreigners that the present upheaval in China is an entirely nationalistic movement. Propaganda to this effect has been ordered to be spread all over the world, and especially in China, by the Third Internationale.

**BRITAIN THE TARGET.**

As is well-known, for some time past virulent Bolshevik propaganda has been concentrated upon British possessions, Egypt and mandatory territories in the East, on China and on French Morocco. Failing upon the conclusion of the Great War to incite the European races, the Internationale, which was pledged to bring about world revolution in 1925, has now directed its principal energies to the East, and especially to undermining British influence. The Internationale has had a comparatively easy task in pretending to many Chinese and Indians that the British are their "oppressors and tormentors." Strenuous efforts have been made to persuade China, her youth and her military barons, that if they will strike and boycott the "oppressors and tormentors" the latter will be compelled to leave Chinese territory.

The policy of the Agitation Department in all countries in which this diabolical work is being carried on is to deny anything and everything of a suspicious nature which is attributed to them. The Dossier trial provided a specific instance, the Comrades in Whang-poo Road having offered as large a sum as \$10,000 to the Russian constable Kedrovskiy to enter into a covenant to affirm before the civilized world that the Agitation Department's certificate found in Dossier's belongings was a forgery.

Already thousands of Chinese have been hoodwinked into believing that the Reds are supporting them in legitimate nationalistic aims. The extremist Chinese to-day are shouting with the Bolsheviks that the cry about unequal treaties and outpourings of the Red "Christian" General amount to a well of patriotism pure and undefiled.

**KARAKHAN'S ORDERS.**

There is a large body of foreign opinion here, in Peking, in America and Europe who believe that the present situation is the result of nationalistic aspirations. Here is the strongest evidence which can be adduced against this sophistry. Let me quote the following translation of a true copy of a document signed by Comrade Karakhan.

To Secretary Cherkasoff,  
U.S.S.R. Consulate, Shanghai.  
July 7th, 1925.

1906.  
Numerical cypher 1st week.  
Supplementary to the instruction 154A you are directed to adopt the following measures:—

(1) To organize a special Committee of Chinese Students and representatives of the Workers Organizations for the struggle against the White Strike-breakers.

(2) To work out a detailed plan of action and measures which you may think fit, and to inform me regarding them.

(3) Funds for the work of this Committee will be remitted in accordance with an estimate worked out by you and confirmed by Com-Soviet (Communist Soviet).

(4) In the adoption of whatsoever measures you may think fit, the initiative in all cases must rest entirely in your hands.

(5) In case of possible misunderstandings or collisions with the police, in no case and on no account must the officials and subjects of the U.S.S.R. be implicated.

(6) To keep me informed as to how your work is progressing.

With comrade's greetings,  
(Sgd.) KARAKHAN.

**DEBAUCHING THE STUDENTS.**

There is not the slightest doubt that the Comrade Ambassador's orders have been well and truly carried out. I am

sorry that I cannot discover what was contained in Instruction 154A referred to above, but the following is a copy of a document which shows that the Comrades cannot be accused of not being alive to their responsibilities.

Protocol of the meeting held at the Students' headquarters in Ten-Feng-Lu (near West Gate), Shanghai, on June 29th.

The representatives of eight organizations and colleges, and U.S.S.R. Consulate representative M. Gollanovsky (also of the Harbin Secret Service) and Mr. Chen Mod Dao were present. The following questions were discussed among others:

**STUDENTS TERRORIST CORPS.**

With regard to countering the activities of Chinese strike-breakers, it was decided to adopt terrorist tactics. For this purpose a special Students' Fighting Detachment has been created and will be posted for duty at various workmen's organizations. On receiving information that any workman is willing or is about to resume work, members of this detachment are immediately to dissuade him and to show to him the shameful and disgraceful nature of his conduct. Principal offenders are to be arrested and conveyed to the Students' Headquarters.

It is also significant that the meeting was attended by the representative of the Soviet Consulate. The "Agitation Department" is an institution attached to the Soviet Consulate-General at Shanghai.

**TO SEDUCE NAVAL MEN.**

Nor has Moscow confined its attentions in China to the Chinese. A communication (Nise) from the Political Department of the Executive Committee at Moscow, dated March 18th, directs:—

The formation of special mobile cells for agitation to carry on propaganda on foreign men-of-war stationed in Chinese ports. They must be carried out in complete secrecy, the instructions conclude, this last sentence being underlined.

In the port of Shanghai this work has been entrusted to Comrade Cherkasoff and Strigevsky. For conducting the campaign among American sailors, a certain Comrade Greben has been appointed. This agent, it is known, has much suitable literature in his possession. Moreover, he is specially qualified for the work, having become a naturalized American citizen and entered the U.S. Army in which he rose to the rank of 2nd-Lieutenant. This comrade expects shortly to have an assistant in the person of his son, who has been undergoing special courses in propaganda at Vladivostok. He is expected shortly to join his esteemed father.

**COMMUNIST COMMITTEES.**

Another message from Moscow received at the U.S.S.R. Consulate here orders for the local Soviet authorities to organize as many Communist Committees as they can, as the Political Department considers such committees of greater use in furthering their doctrines than professional unions of workers.

Therefore, the Shanghai Consulate is given the following orders among others:—

The work of the departments of the local committees is to be carried out in accordance with the old instructions and in absolute secrecy. Therefore, only old, tried and experienced Communist workers should be appointed as heads of departments.

These instructions are to be translated into Chinese and to be lent to all labour unions and all branches of the Chinese Communist party, which shall detail their most experienced instructors.

No doubt the existence of these documents will be denied, says our contemporary's informant. I am in a position to state that the originals were actually photographed—the camera does not lie.

They all show to what extent the "National Chinese Movement" is a "Chinese" one.

## GOOD RESULTS FROM THE PRESENT DISTURBANCES.

BREAKING DOWN SOCIAL  
BARRIERS.

REV. T. B. POWELL'S SERMON AT  
THE CATHEDRAL.

Preaching at St. John's Cathedral on Sunday, the Rev. T. B. Powell took as his text the words from the 2nd Epistle of St. Peter, 17. "Add to your Godliness, love of the brethren."

No one, he said, can have lived in this Colony during the last two months without noticing a growing spirit of brotherliness, and a gradual breaking down of those amusing social barriers upon which our common life was supposedly built. A time of severe-strain has made us look even further than the limits of our own particular coterie, there is a friendly spirit abroad, an atmosphere of sympathy and goodwill. This is indeed commendable, for modesty, sociableness, and the spirit of service were not exactly our strongest points in the past. There were, as in other places, many who had a liking for the public eye, but if they were asked to undertake useful service involving self-sacrifice, they would as Shakespeare says run away "as far as God has any earth." But this new and happy spirit which is abroad to-day has one obvious weakness. It is founded upon an ordeal and not upon an ideal.

**BROTHERLY KINDNESS.**

Now I do not think it is an exaggeration to say that brotherly kindness is the fundamental need of the world. It is something more influential and more practical than mere sentiment. It is not fulfilled by that feeble and fluctuating philanthropy, the product of which is called a good-natured man. Rather it must be based on the essential truth of God, and the essential brotherhood of the human race. And if this ideal truth is borne steadily in mind, it helps us to remember that the men we meet in the street and amongst whom our lives are spent, are our brothers; and that cool indifference to the interests of others, and ready-tongued murder of those we hardly know by name, and the miserable tale bearing and slandering that disgrace Christian communities is fratricide. It is not the organizations we belong to, nor the creeds we recite which reveal us, but the way we treat individuals. Our religion is merely trash until in the spirit of St. Peter we have added to our godliness, brotherly kindness. "It is no great matter," says Jeremy Taylor "to live lovingly with good and humble and meek persons, but he that can do so with the froward, with the wilful and the ignorant, with the peevish and the perverse, he only hath true charity."

**THE SCOPE OF FRIENDSHIP.**

So if we are to add to our godliness, love of the brethren we must get rid of the evil eye which watches for slight and insult. We must strive to be able to say with Luther, "my soul is too glad and too great to be at heart the enemy of any man." We must begin by trying our own hearts, by seeing clearly what is the will and purpose, the temper and the hope that we are taking with us into the world. Do we intend, first of all, that anyhow it shall be a pleasant place for us—a place which shall yield us enjoyment, or success, or praise, or comfort? Or is the will of love, the desire to emulate the love of God and His beneficence, the longing to lighten others' burdens, to gladden others' lives, deep and unchecked, and dominant and effectual in us; is there in us the charity that beareth, believeth, hopeth and endureth all things? If there is, then quickly in the ordinary ways, and occurrences of life, in its common work and pleasures, whosoever our course may be, we shall find the relation of friendliness and brotherly kindness springing up; we shall "come to be near" to those with whom we have to do; we shall quicken with a real humanity all intercourse with men. For the duty of friendship is not bounded in range by a circle drawn round us while we stand still; we shall find little exercise for it if we wait till claims are made and proved. We must move forward with the will of friendship and then we shall find its scope.

**CHURCH MEMBERSHIP.**

Now let us consider for a moment this subject in relation to ourselves as members of this Cathedral congregation. In spite of the fact that the Church cannot be more than a link a distance ahead of the society in which its members live, yet the assembled congregation is the symbol of an enduring Christian brotherhood. Ideally, public worship is to quicken and seal the sympathy that already exists as the result of friendly intercourse in the outside world. But for many of us there is no link with other men to be found in our religion. We have no fellowship in the Holy Ghost, no sense that we belong to one another, because we all belong to Him. We allow people to claim our acquaintance on the ground that they were at the same school or college; that is recognized as a real bond of union; but if some one claimed intimate acquaintance on the ground that

(Continued on next Column.)

## LOCAL SPORT.

**BOWLS CHAMPIONSHIPS.**

At a recent meeting of the Hongkong Lawn Bowls Association, it was decided that the first rounds of the Hongkong Singles Championship, the Doubles Championship and the Rink Championship must be completed on or before September 1st. It was also decided that so far as the Rink Championship players were concerned, they could be changed should any club desire to do so, when any round has been played and won.

The drawings in connection with these competitions were as under:—

**HONGKONG OPEN SINGLES CHAMPIONSHIP.**

Bye P.R.C.  
Bye C.S.C.C.  
Bye C.C.C.  
T.R.C. v. E.P.R.C. on Craigengower Ground.  
R.H.Y.C. v. K.B.G.C. on Police Ground.  
Bye K.C.C.  
Bye K.D.R.C.  
Bye E.R.C.

**PAIRS CHAMPIONSHIP.**

Bye T.R.C.  
Bye R.H.Y.C.  
Bye K.C.C.  
E.P.R.C. v. K.B.G.C. on Civil Service Ground.  
I.R.C. v. K.D.R.C. on Craigengower Ground.  
Bye P.R.C.  
Bye C.S.C.C.  
Bye C.C.C.

**RINK CHAMPIONSHIP.**

(For Spey Royal Cup.)

Bye K.B.G.C.  
Bye P.H.Y.C.  
Bye E.P.R.C.  
C.S.C.C. v. I.R.C. on Police Ground.  
K.D.R.C. v. T.R.C. on Civil Service Ground.  
Bye P.R.C.  
Bye C.C.C.  
Bye K.C.C.

The first named in above couples in all three ties are the challengers and are held responsible for mutually arranging for dates, also for notifying secretaries of Clubs of the grounds where matches are to be played off, giving at least 24 hours' notice.

Second rounds will be picked immediately after the completion of first rounds, and results giving the results have to be sent to Mr. W. Goldenberg (Kowloon C.C.).

## C.S.P. AT SHATAUKOK.

A VISIT OF INSPECTION.

On Sunday, the Captain-Superintendent of Police (Mr. P. J. J. Woodhouse, C.I.E.), accompanied by Mr. W. Garrard (Assistant-Superintendent for the New Territories), paid a visit of inspection to the frontier post at Shataukok.

Everything appeared to be much as usual and there were no disturbing border incidents. Some thousand yards from the frontier were seen about forty soldiers apparently the garrison of the village in which they were quartered. These men were dressed in khaki uniforms and wearing shorts, their equipment being very similar to the Wei Hui Wei policemen of the Hongkong Police Force. From their turnout, it was gathered that they were Russian-trained Cadets from the military establishment at Whampoa.

he worshipped the same God in the same Church we would perhaps write to *Cathedral Times* about it. And this, of course, is because our worship is something laid over the surface of our lives, not something leaping from their inmost depths. We come to Church, sit in our seats, say our own prayers, pay our own respects to our own God. We certainly do not as a rule concern ourselves with strangers, unless of course they sing out of tune; however this attitude will not help us to realise our fellowship with the whole company of believers in the Communion of Saints. On the other hand it does make a great difference in our feelings towards other members of the congregation if their heads and their joys are on our lips in prayer, not only when we come to this Cathedral, but during our times of devotion at home.

**THE GREAT AIM.**

We do well then to strive after that expansive brotherliness which takes in all sorts and conditions of people, and which makes us realise that we are one family with God as our Father. It is good that we should day by day renew the will of friendship recall its eternal pattern, draw it from its unfailing source, guard it from all that can weaken, or pervert, or mar it. For we know the grace of our Lord Jesus Christ that though He was rich yet for our sakes He became poor, that through His poverty we might become rich in all good things; and if we face life in His power then around us we shall find opportunities of showing brotherly kindness, and there will be the answering glow of gratitude and sympathy in all the common things of life. We shall have learnt the secret and will bear with us the grace which spans all severance and draws men near to one another, and makes them friends. Then will be in us a power which cannot cease to bless, and God himself will for us make the wilderness a standing water and water springs of a dry ground.



## APPEAL TO BRITAIN.

"COME OVER TO CANTON AND HELP US."

"Come over to Canton and help us" is the appeal brought to Hongkong by a Chinese of the old school, who was a divisional general in an army, that at one time controlled the destiny of the South until its leader was "talked into" throwing in his lot with the late Dr. Sun Yat Sen.

The general, when interviewed by a *Daily Press* representative, was here on a visit to ascertain whether the British authorities would have any objection to his bringing his family to Hongkong to find a safe haven from the Bolshevik menace.

"To Chinese of the old school," he continued, "it is surprising that neither Britain nor Japan have adopted stern measures with the usurpers of authority in Canton."

Our representative pointed out that, at no time, had the Canton Government been recognised by Britain or Japan.

He replied that, at any rate, the Hongkong Government had had a working arrangement with those in power in Canton and, with the exception of the Shamen strike last summer, the relationship had proved satisfactory. While admitting that the Canton authorities in the past had done practically nothing to earn the goodwill of the people, at least, he said, they had not trampled them under foot as was being done by those now in power.

"I can see no hope for us unless Britain occupies Canton until such time as the Bolshevik menace is a thing of the past," he continued. "Foreign troops kept order in Tientsin after the Boxer outbreak until trustworthy Chinese were found to re-assume the reins of Government. Canton to-day is in a worse plight than ever Tientsin was."

The British Government, it is true, may argue that we Chinese pleaded at the Washington Conference to be allowed to be masters in our own house. We have given ample proof that we are not fit for the task. I am a soldier and willing to fight when discretion is not the better part of valour.

## TO-DAY'S MEETING.

CABLE TO PREMIER REVISED. ULTIMATUM TO BE DEMANDED.

The promoters of the public meeting which is to be held at the Theatre Royal this evening, have added wider, more convincing and sterner demands to the draft telegram which was forwarded for publication in the *Daily Press* yesterday. These will be incorporated in the original document and eabled to Mr. Baldwin, the Prime Minister.

The new demands include a recommendation for a direct ultimatum to Canton by the British Government.

The last part of the telegram, as now amended, reads as follows:—

"Accordingly the residents of this Colony at a great mass indignation meeting demand that the British Government deliver an ultimatum at once to the Canton Authorities.

(a) To restore Canton as an open Treaty Port for trade between Chinese and the foreign treaty Powers in full accordance with the provisions of the Treaties between China and those Powers.

(b) To expel all Bolsheviks from Canton and the Kwangtung Province.

(c) To disarm and disband the so-called Whampoa College Cadets, who are in reality Bolshevik trained troops, and send back to their native places those who are not Cantonese.

(d) To cease boycott of British goods.

(e) To cease anti-British propaganda.

Under threat of "Complete naval blockade by Britain of Canton and its neighbouring waters and such other action as may prove necessary."

The ultimatum should also state that a Chinese Administration must be established at Canton which will observe to the full all existing Treaties between China and the foreign Powers.

"It is the unanimous opinion of this meeting that the above course is the only effective method of restoring communications and trade between Hongkong, Canton and South China and of preventing the economic destruction of Hongkong and of British interests in the Treaty Ports of South China."

The paragraph concerning the dislocation of shipping has also been changed and now reads as follows:—

In 1924 the total shipping of all classes entered and cleared to and from Hongkong was 70,530 vessels, totalling 57 million tons. From January 1st to June 30th last, the average daily number of vessels entering and clearing Hongkong was 60 vessels, totalling 50,000 tons. Since the crisis started, the average daily number entering and clearing Hongkong has been 34 vessels, totalling 25,319 tons, but these figures include P. & O., Blue Funnel, President, and other vessels not affected by the strike. Our Canton trade, comprising 12 fast passenger boats has been entirely stopped since July 1st. The average daily number of vessels (including river steamers) held up by the boycott has been 73, of which 45 are British. (The number of vessels held up at the present time will be given at to-day's meeting).

## THE M.S. "ESQUILINO"

YESTERDAY'S RECEPTION ON BOARD ITALIAN VESSEL.

The new motor ship *Esquilino* built for the Lloyd Triestino S.N. Company at the San Rocco Shipyards, Trieste, arrived in Hongkong yesterday morning on her maiden voyage to the Far East, and tied up at the Kowloon wharf next to the *Empress of Canada*.

In honour of the occasion a reception was held on board during the afternoon, by invitation of the captain, Commander G. Nicolich.

A large number of local residents took advantage of the invitation.

On arrival on board, they were conducted over the vessel by the Captain and his officers.

The cabins are neatly arranged and tastefully fitted. The colour scheme on the upper decks of white enamel paintwork, relieved by mahogany wainscoting, gives a fine appearance. Everything possible has been done to provide for the comfort of the saloon passengers. Ample deck space is provided for recreation.

The cabins and dining-room are situated amidships on the hurricane deck, which covers about two-thirds of the length of the vessel. On the promenade deck above, are the drawing-room, smoking-room, reading-room and music room.

During the afternoon the visitors were entertained to tea and refreshments, to the accompaniment of music by the Hongkong Hotel orchestra.

The vessel is the first of four similar ones under construction at the San Rocco Shipyards, Trieste, for the Lloyd Triestino S.N. Co., all of which are to be placed on the Far Eastern Service, launched in January last, she was completed within six months and is a passenger and freight vessel of 10,500 tons fitted with two double acting four stroke Burmeister and Wain type Diesel engines of 5,800 h.p. which ensure a speed of 13 knots.

Messrs. Dodwell & Co., Ltd., are the local agents for the Lloyd Triestino Line. The *Esquilino* which leaves to-morrow for Shanghai, Yokohama, Kobe, and Moji, is scheduled to sail from Hongkong for Brindisi, Venice and Trieste on September 7th.

## PLUCKY ACTS REWARDED.

EUROPEAN TO RECEIVE A PRESENTATION.

Presentations will be made at Police Headquarters to-day, by the Captain Superintendent of Police, when the recipients will be Mr. F. J. W. Focken (of Messrs. Alex. Ross & Co.) and an Indian constable, who were instrumental in the capture of two men, who had attempted an armed robbery in Chatham Road last April.

When the prisoners were sentenced at the Criminal Sessions, the Chief Justice commended Mr. Focken for his action. One of the men he captured had a revolver in his possession.

## SUPREME COURT.

MOTION TO SET ASIDE AWARD DISMISSED.

The application by Mr. Dong Toy for the setting aside of an award made by the Hon. Mr. H. W. Bird on September 2nd, 1924, was dismissed by the Chief Justice (Sir Henry Gollan) in the Supreme Court yesterday morning.

Mr. F. C. Jenkin (instructed by Messrs. Deacons) appeared for plaintiff, and respondents, Lau Tuck & Co., were represented by Mr. C. G. Alabaster, K.C., (instructed by Messrs. Wilkinson and Grist).

His Lordship said that the motion was under Section 543 of the Civil Code Procedure, to set aside an award made in an arbitration on the grounds that (1) The arbitrator had been guilty of misconduct, and (2) That the position occupied by the arbitrator relative to the parties of the arbitration was such that in the circumstances he was not competent (by reason of interest) to act as arbitrator. But in the course of the hearing, Counsel for the applicant asked that instead of setting aside the award, the Court should order that the matters in dispute should be referred back to the arbitrator for re-consideration.

The material facts were that in a tender dated September 22nd, 1922, and an agreement of even date, to which a specification is attached, Lam Tuck & Co., who are the building contractors, agreed to build two houses on Inland Lot 2299 for the applicant Dong Toy, on the terms and subject to the conditions contained in this document. The houses should have been completed by August 22nd, 1923, but, partly at least, owing to landslides, completion did not take place until March 31st, 1924, several months after the agreed date. The applicant entered into possession on April 1st, 1924.

The seventh certificate for the payment of \$15,000 in the specification was issued on January 24th, by the architects, Messrs. Palmer and Turner, which left only a balance of \$10,000 to be paid to Messrs. Lam Tuck, out of the agreed sum of \$50,000 mentioned in the agreement. In consequence of landslides extra work had to be done to complete the houses, and on April 2nd, 1924, the architects issued a certificate for the payment to Lam Tuck of \$10,000, but the applicant refused to pay this sum on the ground that the extras were mainly due to damage caused by landslides, and that in Clause 35 of the specification Lam Tuck had to make good any such damage.

Correspondence passed between applicant on the one side and Messrs. Palmer and Turner on the other side, and on June 24th, 1924, the former had an interview with Mr. H. W. Bird, a partner in the firm, who was the arbitrator named in section 29 of the specification, to whom disputes between the parties to the agreement were to be submitted.

At this interview applicant insisted that he was not liable to pay the contractors for any work due to damage caused by landslides, and that the full penalties for delay in the completion of the houses should be imposed on them. He also complained of bad workmanship and failure to construct a sillage water drain mentioned in the specification. Mr. Bird expressed the opinion that the contractors were not liable to make good damage done by landslides.

The architects sent a letter to applicant on July 2nd, saying that they had decided to allow Lam Tuck three months' extra time to cover the extra work due to the two landslides, leaving four months' penalty, or \$2,400 to be deducted from Lam Tuck's balance.

Counsel had contended that this letter showed that Mr. Bird had made up his mind finally and conclusively against the contentions raised by the applicant, and that it would therefore amount to a miscarriage of justice to allow the award to stand. But there was nothing in that letter to show that Mr. Bird's mind was not open to argument. Plaintiff refused to give up his contention and Mr. Bird gave notice of arbitration proceedings on July 7th, and on this date the hearing took place. Against the procedure at the arbitration applicant raised certain objections, which he alleged constituted misconduct on the part of Mr. Bird. One of the objections was that the arbitrator heard the parties separately and in the absence of the other. This was the most important ground on which the award was questioned, and it was strongly insisted upon. Mr. Bird, cross-examined, said that both parties were present at the hearing, and was supported in this by Mr. Ogilvie, an assistant in the firm, and His Lordship was satisfied that the evidence given on behalf of the respondent was correct.

Another objection was that the arbitrator failed to decide all the matters in dispute between the parties. The bad workmanship point had been remedied and the drain constructed, but the applicant alleged that it was not in conformity with the requirements of the specification. The arbitrator, under cross-examination, said he thought this statement incorrect but undertook to have the drain properly constructed. The procedure was informal, but was acquiesced in by applicant. In the circumstances His Lordship did not think that this ground of objection could be sustained.

(Continued on next column).

## ICE HOUSE STREET.

OUTLOOK STILL REMAINS FAR FROM PROMISING.

(BY ARDUS.)

The share market settlement for August, which takes place to-day, is comparatively light, but indications are none too promising from what I gathered in conversation with brokers and clients yesterday.

Mr. H. Birkett, Chairman of the Hongkong Stock Exchange, was loath to commit himself to any definite statement, beyond the belief that a fair proportion of the settlement would be put through.

A good many of the transactions will no doubt be settled on the basis of the flat rate ruling for June, to which, it is understood, the members of the Share-brokers' Association are a consenting party.

There is a possibility that the Stock Exchange will reopen on September 1st, said Mr. Birkett, "but in view of the fact that Hongkong is practically under a blockade, it is doubtful whether much genuine business can be done. We are all waiting until the return of more normal times."

## FAVOUR REOPENING.

"I am doing what I can to persuade my friends and associates to re-open the Exchange on September 1st," said another prominent broker.

This man expressed the view that the resumption of business—however small—would prove all to the good. It would ensure a genuine quotation all round, would restore the confidence of the general public, especially the Chinese, and might tend to convert the managers of the British, American and Chinese Banks to a more generous frame of mind.

Continuing, this broker said that he believed the amount still unsettled was between 15 and 20 lakhs. In some cases, there was a genuine desire on the part of defaulters to meet their liabilities in some shape or form.

There were, however, far too many who refused to "face the music," some even treating the matter as a joke.

There were undoubtedly cases of men, who could meet their liabilities by realising on land or building property. It was true that money was owing to them by other dealers, but that did not excuse them from settling their own debts.

A settlement, one way or the other, has got to be reached, and the genuine dealers are determined that those who can settle—admittedly at a sacrifice—shall be compelled to do so even if it entails an appeal to the Courts.

Summing up the situation all round, I am of the opinion that the outlook is still far from promising, though the knowledge that the Commission is composed of men determined to probe to the root of the evil is already having a beneficial effect in certain quarters, where previously a spirit of nonchalance was but too evident. The majority of those, to whom money is due, admitted that during the last week their debtors had been making a genuine attempt to come to terms.

Another objection was: By not having regard to the whole of the terms of the agreement between the parties. Counsel for applicant contended that the arbitrator should have referred to the relevant clauses and documents in this matter, and that he did not do so. The arbitrator said he looked at the clauses mentioned by applicant, with the exception of Clause 35, which he knew well. The parties had chosen their tribunal deliberately and this Court was not called upon to examine with meticulous care the methods adopted by the arbitrator in coming to a decision, provided there was nothing radically wrong in his behaviour.

The next objection was: That the arbitrator did not give sufficient notice of all the matters in dispute that were to be arbitrated upon. It was true that the arbitrator himself did not state the matters in dispute between the parties, but they were stated in applicant's letter of June 27th, 1924. He thought the parties were cognizant of the matters to be dealt with in the arbitration. His Lordship saw nothing in this objection.

It was alleged that the arbitrator showed bias and refused to admit evidence. His Lordship saw no grounds for either of these statements.

It was also alleged that the arbitrator showed haste and in such manner that an injustice might have been done to the parties. The procedure was informal, and it certainly could not be said that any time was wasted by the arbitrator, but Clause 29 of the specification which provided for the arbitration, was in very wide terms, and gave large discretion to the arbitrator. He could not say that the procedure, however informal and hasty, did in fact cause injustice.

The most serious, and it would have been, if substantiated a fatal allegation of misconduct against the arbitrator, was that he heard the parties separately, and he gave support to this allegation by the statement contained in his letter dated September 15th, 1924 in answer to a letter from the solicitors of applicant. After hearing the evidence of Mr. Bird and Mr. Ogilvie, His Lordship was satisfied that the parties were not heard separately, but he thought Mr. Bird's answer had a great deal to do with the initiation of these proceedings. In the circumstances the motion would be dismissed with costs.

## BILLIARD TABLE CUSHIONS.

We Have Just Received From

R. STEVENS &amp; SONS OF LONDON.

THEIR PATENT LOW "RAPIDE" CUSHION.

IT IS CONSTRUCTED OF AN IMPROVED INDIA RUBBER ON THE MOST SCIENTIFIC PRINCIPLES AND IS THE FASTEST THAT CAN BE MADE WILL RETAIN ITS ELASTICITY IN ANY CLIMATE AND IS THE MOST PERFECT CUSHION EVER CONSTRUCTED, FOR THE CORRECTNESS OF ANGLES, SILENCE, AND DURABILITY. THE BALLS WILL NOT JUMP NO MATTER HOW HARD THEY ARE STRUCK.

Quotations on Application for Fitting These Cushions to any make of Table.

LANE, CRAWFORD, LTD.

SUIT YOUR CLOTHES TO THE CLIMATE.

STOCKINGS FOR MEN

From \$1 A Pair

WIDE RANGE OF VARIETIES.

WING ON CO., LTD.

COLUMBIA NEW PROCESS RECORDS

"INDIAN LOVE LYRICS."

1664 THE TEMPLE BELLS LESS THAN THE DUST

1665 THE KASHMIRI SONG TILL I AWAKE

AT

ANDERSON'S.

WM. POWELL, LTD.

TELEPHONE 3148.

A LARGE CONSIGNMENT OF  
"GLYN'S" SOFT FELT HATS.  
JUST UNPACKED.



LATEST STYLES NOW SHOWING  
IN SINGLE AND DOUBLE TERRAIS.  
GREY SOFT FELTS WITH SELF  
RIBBON OR BLACK.

SOLE AGENTS FOR—

GLYN & Co., 44, Old Bond Street.  
POWELL'S of Pedder Street.



## NEW ADVERTISEMENTS

## HONGKONG SMALL INVESTORS' SHARE &amp; REAL ESTATE CO.

FOR SALE BARKER ROAD, PRAT, Five-Roomed HOUSE. Also For Sale near BRADWOOD ROAD, PRIVATE HOTEL and Goodwill as a Going Concern. SMALL INVESTORS' TELEPHONE 4530. [2534]

## LLOYD TRIESTE S.N. CO.

## NOTICE TO CONSIGNEES.

The Steamship "ESQUILINO."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSARA, ADEN, COLOMBO, PENANG, and SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 3rd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOWLING.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 23rd August, 1925. [2532]

## NORDDEUTSCHER LLOYD, BREMEN.

## THE Steamer "FRALZ"

having arrived from BREMEN, HAMBURG and PORT, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 31st Aug., 1925, at 4 p.m., will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee and the Company's Surveyors, Messrs. GODDARD & DOWLING, at 10 a.m., on 29th Aug., 1925.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Steamer's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MELORES & CO., Agents.

NORDDEUTSCHER LLOYD, BREMEN, Hongkong, 24th August, 1925. [2533]

## NOTICE.

GAS ACCOUNTS for JULY are Now READY and, in view of Numerous Complaints of Non-receipt of June Accounts, Consignees are Requested to kindly Call at Messrs. LANE, CRAWFORD'S MARK STORE (Hardware Dept.) where same can be obtained and Paid.

HONGKONG & CHINA GAS CO., LTD. Hongkong, August 11th, 1925. [2516]

## HONGKONG TRAMWAYS, LTD.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Fifty Cents per share has been Declared and will be Payable On and After WEDNESDAY, 26th AUGUST, 1925, when Dividend Warrants may be obtained upon Application at the Offices of the Company.

By Order of the Board, W. F. SIMMONS, Secretary.

Hongkong, 29th July, 1925. [2479]

## HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that the following DEBENTURES were DRAWN at the PAYMENT ON FRIDAY, the 21st AUGUST, 1925:

1	123	233	333	433	533	633	733
7	124	234	334	434	534	634	734
14	125	235	335	435	535	635	735
17	126	236	336	436	536	636	736
35	127	237	337	437	537	637	737
37	128	238	338	438	538	638	738
43	129	239	339	439	539	639	739
47	130	240	340	440	540	640	740
49	131	241	341	441	541	641	741
51	132	242	342	442	542	642	742
57	133	243	343	443	543	643	743
64	134	244	344	444	544	644	744
65	135	245	345	445	545	645	745
68	136	246	346	446	546	646	746
73	137	247	347	447	547	647	747
79	138	248	348	448	548	648	748
81	139	249	349	449	549	649	749
83	140	250	350	450	550	650	750
88	141	251	351	451	551	651	751
91	142	252	352	452	552	652	752
93	143	253	353	453	553	653	753
99	144	254	354	454	554	654	754
112	145	255	355	455	555	655	755
113	146	256	356	456	556	656	756

Holders of DRAWN DEBENTURES who desire to be Paid on the 26th AUGUST, 1925, are Requested to Inform the TREASURERS, Messrs. FRANK SMITH, SERR & FRANKS on or before THURSDAY, 27th AUGUST, 1925.

AND NOTICE IS HEREBY GIVEN that the DEBENTURES numbered as above which are not Cashed on the 26th AUGUST, 1925, will be Paid on the 29th FEBRUARY, 1926, after which date they will cease to bear Interest.

By Order of the Committee, L. S. GREENHILL, Hon. Secretary.

Hongkong, 22nd August, 1925. [2549]

## INTIMATIONS

## THE DIOCESAN BOYS' SCHOOL, HONGKONG.

NEXT TERM Begins on MONDAY, SEPTEMBER 7th, 1925, at 8.30 a.m. All New Boys should come to the School at 8.30 a.m. on SATURDAY, SEPTEMBER 5th, 1925.

W. T. FEATHERSTONE, Headmaster. [2551]

## NOTICE.

## HONGKONG JOCKEY CLUB.

## SUBSCRIPTION GRIFFINS, 1926.

OWING to the Conditions ruling in the Colony at present, NOTICE IS HEREBY GIVEN that Orders for Subscriptions for 1926 May Be CANCELLED at the Request of the Purchaser but any such Cancellation must be made in Writing to the SECRETARY before Noon on the 29th DAY OF AUGUST, 1925.

By Order of the Stewards, H. GREENWOOD, Acting Secretary. [2542]

## PUBLIC AUCTION.

## BY ORDER OF THE MORTGAGEE.

M. A. G. D. A. ROCHA has received instructions to Sell By

## PUBLIC AUCTION

## ON

## MONDAY,

the 7th DAY OF SEPTEMBER, 1925, at 10 O'CLOCK in the AFTERNOON at his Sale-room, D'Aguiar Street, Victoria, Hongkong.

## THE VERY VALUABLE LEASEHOLD PROPERTY.

Situate at Wyndham Street, Victoria, and registered in the Land Office as SUBSECTIONS 1 and 2 OF SECTION H OF INLAND LOT 617.

## IN ONE LOT.

The Property comprises Two Messuages known as Nos. 18 and 20, Wyndham Street, and a Piece of Ground which is used as a Lane and Right of Way. The Messuages are well built and are comparatively New and are Let as Shops and Dwelling-houses.

The Area of the Property including the Right of Way is 3,133 square feet but the actual Area covered by the Messuages is only about 1,700 square feet.

For further Particulars and Conditions of Sale, please apply—

Messrs. DEACONS, 1, Des Voeux Road Central, Vendor's Solicitors, or to

Mr. A. G. D. A. ROCHA, The Auctioneer. [2547]

## TO LET.

GODOWN at Rear of STEPHENS BUILDING, Des Voeux Road Central. Floor Space 21ft. x 3 ft. And ONE OFFICE on Portion of Third Floor of STEPHENS BUILDING aforesaid. Opening onto Des Voeux Road Central and POTTINGER STREET. Large, Airy and Well Lighted.

Apply—DEACONS, 1, Des Voeux Road Central. [2539]

## TO LET.

COMMODIOUS PREMISES on GROUND FLOOR, 16A, Des Voeux Road Central. Would make Admirable Showroom. For full particulars, apply to—

THE MANAGER, HONGKONG AND CHINA GAS CO. [2515]

## TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement). Apply—

SECRETARY, A. S. WATSON & Co., Ltd. [2032]

## TO LET.

COMMODIOUS SHOP and PREMISES, in ALEXANDRA BUILDINGS, from 1st SEPTEMBER NEXT.

Apply—SECRETARY, A. S. WATSON & Co., Ltd. [2229]

## TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on FIFTH FLOOR. Apply—

UNION INSURANCE SOCIETY OF CANTON, LTD. [2173]

## S.S. "MIN."

## COMPAGNIE DES MESSAGERIES MARITIMES

## NOTICE.

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MIDDLESBOROUGH and LONDON, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Tobacco and Valuable are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 1 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Thursday, the 27th inst., at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Monday, the 31st inst., or they will not be recognized.

All damaged Packages will be examined on Thursday, the 27th inst., at 10 a.m., by Messrs. GODDARD & DOWLING.

No Fire Insurance has been effected.

R. BODENFUSER, Agent. Hongkong, 21st August, 1925. [2544]

## INTIMATION

## THE BODY, SOUL

## AND SPIRIT

OF A

## PERFECT

## COCKTAIL!

## BURNETT'S

CELEBRATED LONDON

## DRY GIN.

SOLE AGENTS:

## A. S. WATSON

## &amp; CO., LTD.

Wine and Spirit Merchants.

Phone 618.

[50]

## BIRTHS.

ALLAN.—At Shanghai, on August 9th, to Mr. and Mrs. J. R. ALLAN, a daughter.

CANXAN.—At Hankow, on August 18th, to Mr. and Mrs. J. F. CANXAN, a daughter.

## MARRIAGE.

TREVOR-SMITH-PHILLIPS.—At Shanghai, on August 17th, RUTH ANNE, daughter of the late R. PHILLIPS and Mrs. A. WATSON, to JOHN, second son of Mr. and Mrs. J. TREVOR-SMITH, of Shanghai.

## DEATH.

STUART.—At Shanghai, on August 18th, CECIL A. STUART (ARTHUR), aged 16 years, eldest son of Mr. and Mrs. J. L. STUART.

Hongkong Office: 14, Chater Road. London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, AUGUST 25TH, 1925.

## THE "LEUNG KWONG" CASE.

THE recent case in which Captain WILSON and the Ohiat Wo Steamship Company for wages emphasises yet again the difficulties under which some of our seamen toil here labour.

It is at no time an altogether easy task to navigate a Chinese-owned and Chinese-manned vessel in Chinese waters.

It becomes almost impossible to do so when the population of the port to which the vessel has sailed is actively hostile.

In this particular case, the Leung Kwong sailed to Hongkong with the usual Chinese crew, and without Indian guards.

This last fact is important because it implied that the owners in Hongkong might reasonably suppose that if trouble occurred when the vessel reached Hongkong, the European officers would be left entirely to themselves.

We believe we are not overstating the case when we say that it would have been absolutely impossible for them alone to navigate the ship back to Hongkong.

At Kungmoon, where the vessel usually took in a fresh stock of provisions, the whole of the crew promptly deserted.

Taking with them the remaining provisions on board. At the same time, the Purser warned the European officers of the ship that there would be considerable danger if they stayed. Accordingly, the captain, seeing that he had not sufficient assistance to bring back the boat to Hongkong, and having no provisions, even if the assistance had been forthcoming, returned to Hongkong, reported the affair to the ship's owners—and was promptly dismissed.

During the case, it was pointed out that there was a British gunboat in the harbour, which would have been responsible for the protection of British officers.

Moreover, Mr. Justice Woon observed that he was inclined to think that the captain should have remained on board, even at the risk of his life.

This we believe to be a true statement of the law of the case, but it should also be noticed that there was practically no prospect of raising a crew so that the European officers would merely have remained there indefinitely.

Captain Wilson followed the dictates of common sense only to be faced with the charge of desertion and to find that presumably his proper course was to have remained at Kungmoon, protected by a gunboat, which might have received orders to proceed elsewhere at any moment, until such time as the ship's owners in Hongkong deigned to suggest that he returned.

No matter what view is taken of this case, one fact at least is clear: the position of European officers on Chinese boats is not a satisfactory one. They are merely taken on board to comply with the Shipping Ordinance. When the piracy regulations were amended a short time ago it was pointed out that as far as piracy risks were concerned, these seamen were in a far worse position than those employed by the British lines.

During the present crisis in China, their position is more unsatisfactory still. The pirates endanger the safety of those on board without distinction.

At the present time British officers on these boats know with perfect certainty that if trouble arises at the vessel's destination the crew will be induced or coerced to desert, whilst they although in considerable danger, must remain in charge of the ship under penalty of losing their wages for the voyage.

## SWATOW.

Mr. A. MACGOWAN, who at the recent meeting in the Theatre Royal gave us a very clear idea of the position of affairs in Swatow, has been requested by the Swatow British Chamber of Commerce to associate the British community in Swatow wholeheartedly and unreservedly with the resolutions sent to the Home Government by Hongkong. Swatow wishes to swell the chorus of protest that is going up from the whole of the China Coast.

British trade there, as we know, is at a standstill and the small handful of British subjects, representing in some cases firms which have been established at the Port for upwards of sixty years and have maintained the most cordial relationships with the Chinese commercial community, are now being treated, at the instigation of the Bolsheviks, as pariahs.

If a Chinese is caught even speaking to one of our nationals he is maltreated by the strike leaders and paraded round the town as a malefactor and every conceivable indignity is heaped upon him.

Yet the London newspapers a month ago were reporting with satisfaction that "violence was subsiding." They must somehow or other be

shaken out of their complacency. That is the task which we must face, and it is a task in which we cannot possibly afford to fail. There is no alternative open to us.

We are afraid that the importance of Swatow to British trade has to some extent been overlooked in the present crisis. It is as vital to our commerce as Canton itself. The port may be small but it is the gateway to an enormously wealthy district which for over half a century has been one of Britain's best customers in the Far East.

If the Bolsheviks are driven from Canton care must be taken that they are not allowed to continue their activities from this centre. With Swatow still under their control they could do practically as much injury to British business as they are now doing from their headquarters in the Southern Capital.

THE CABLE TO THE PREMIER.

We are glad to notice that the draft cable to the Premier which is to be submitted to this evening's meeting has been considerably strengthened. This is no time for half measures. The stronger and more urgent this message can be made the better.

If our demands for the immediate removal of all restrictions upon trade are not complied with we are asking that there shall be a complete naval blockade of Canton by Great Britain and are pointing out that this is the only course to prevent the economic destruction of Hongkong. There does not appear to be much more that we can do, and yet there is a danger, even now, that the Home Government will say that they cannot take action without first securing the co-operation of other Powers.

Is there not some means of guarding against a stereotyped official reply of this nature? The negative would be such a simple way out of the difficulty for the Foreign Secretary, who would doubtless send it with an easy conscience on the assumption that the people in Hongkong and the British communities along the China Coast would, in time, surmount the obstacles with which they are now faced.

British communities do generally manage to extricate themselves from awkward situations and Mr. Austen CHAMBERLAIN might even declare to Parliament his supreme faith in our ability to come with flying colours out of the present crisis. There would be a sympathetic reference to our troubles, a little "pow-wow" regarding British initiative and enterprise "and so to bed."

Nothing could possibly be more exasperating than this and, therefore, as we suggested yesterday, if the Home Government refuse to act upon our recommendations we should ask them how exactly we are to "carry on" and what their attitude will be in the event of failure.

It would perhaps make them think a little more seriously on the subject and give them a chance of showing some practical statesmanship.

The Portuguese transport *Gu Bannes*, with two hundred troops on board and manned by naval ratings, has come out to Macao.

The return of notifiable diseases in the Colony for the 48 hours ended on August 23rd, shows 1 Japanese and 1 Filipino case of enteric fever.

Among Hongkong residents who returned to the Colony on the *Empress of Canada* were Mr. and Mrs. A. L. Shields, and Mrs. F. R. Marsh.

The many friends of Mr. H. Birkett will regret to learn that he injured his right ankle, while out shooting during the week-end. He was, however, attending to business as usual yesterday, though it necessitated the use of a good stout ash-plant to enable him to move about the office.

H.M.S. *Carlisle* arrived in Hongkong from the North yesterday morning.

The Diocesan Boys' School, Hongkong, will re-open for the new term on Monday, September 7th.

Mr. C. S. Gubbay, of Messrs. E. D. Sassoon, Shanghai was among the arrivals on the *Empress of Canada*.

H.R.H. Prince George, who has returned to Hongkong on board H.M.S. *Hulkens*, paid a visit to Faaling during the week-end.

At the Kowloon Magistracy before Mr. E. W. Hamilton, yesterday, a Chinese was fined \$300 on the alternative of six months' hard labour for having had in his possession 500 taels of opium. He was arrested in Shanghai Street on Saturday.

The Metropole, a new Hotel, situated on the site of the old Carlton Hotel annexe, was opened yesterday. Constructed of reinforced concrete, the building is six storeys high, and it is hoped that eventually the accommodation for guests will be 50 rooms.

The total mail brought in by the R.M.D. *Empress of Canada* yesterday from Canada, U.S.A., Japan and Shanghai, came to 551 bags. The mail comprised letters, newspapers and parcels. Included in the mail were seven bags of news matter from Europe via Siberia.

At the Marine Court yesterday, before Lieut-Commander G. F. Hole, R.N., three boatmen were each fined \$5, with five days' hard labour in default, for failing to take out new licences in respect of their fishing boats. One defendant paid the fine, and the other two elected to go to prison.

When a Chinese appeared before Mr. S. B. B. McElderry yesterday morning, charged with being concerned in an armed robbery at No. 22, Caine Road, Inspector T. Murphy said that three men were at present in custody in connection with the affair. His Worship adjourned the case for a week for further investigation.

The periodical raids carried out by the police in connection with the rounding up of idlers in the different districts of the Colony, have had the effect of bringing back to work a large number of those who would otherwise be numbered amongst the strikers. According to a report issued yesterday, many idle hands in an area which was very much in the eye of the police, and over which a raid was impending, voluntarily came out, expressing a desire to work. The returning servants included a large number of house servants and amahs.

OBITUARY.

MR. HO SAI ON.

Friends of the family will learn with regret of the death of Mr. Ho Sai On, seventh son of Mr. Ho Kom Tong, at the early age of 23 years.

Mr. Ho Sai On, who was a member of the St. John's Ambulance Corps, took part on July 31st in a drill with his fellow members, and the following day he became ill, suffering from a ruptured blood vessel. The best medical skill was unavailing, and Mr. Ho passed away at 11.30 a.m. yesterday.

He was educated at Queen's College and had latterly been attached to the staff of Messrs. Arnold & Co. He was well liked for his quiet and congenial disposition and always took a lively interest in public welfare work. During the strike he took an active part in the St. John's Ambulance Corps, and only a short time before his fatal illness, he passed his First Aid examination. At the time of the Po Hing Fong disaster he worked untiringly, together with his father, in bringing relief to the victims.

The funeral is to take place at 29 Conduit Road at 11 a.m. to-morrow. The cortege will pass the University cricket ground, Pokfulam, at 11.45 a.m.

MR



## CABLES.

## LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## SHIPPING STRIKE.

## TEN BRITISH STEAMERS TIED UP AT SYDNEY.

## LONDON TROUBLE IS OVER.

SYDNEY, August 24th.

Ten British steamers are idle. Their crews total 2,000, of whom 1,000 are practically homeless. The remaining 400 are allowed to remain aboard pending a settlement.

A message from Melbourne states that coloured crews on four British steamers—principally Lascars—refused to attend a strike meeting.

## LONDON ALL QUIET.

LONDON, August 24th.

It seems that the strike at the London docks, mentioned on August 22nd, has fizzled out. Pickets, previously posted, have been withdrawn and all is quiet. Dock officials report that men are coming forward and signing on ships as required.

## OUR GOOD MEN.

The Headquarters of the Seamen's and Firemen's Union said, to-day, that all ships effected by the trouble at the London Docks had sailed; no men had left their ships.

An official at the Tilbury Branch said: "Our fellows are good men and acting very decently. There is nothing Bolshevik about them."

MELBOURNE, August 23rd.

In response to a request by Mr. Joseph Havelock Wilson, President of the National Sailors' and Firemen's Union, and British shipowners, Mr. Bruce telegraphed urging State Premiers to protect seamen desiring to carry out agreed contracts, and expressed the view that it was unthinkable to admit the principle that Australians are entitled to dictate on wages or conditions in any British industry, and urging seamen to refuse to be the tools of extremists, whose action he hoped that Australian trade unionists would condemn.

## ADIEU TO NEW ZEALAND.

## AMERICAN FLEET SAILS FROM WELLINGTON.

WELLINGTON, August 24th.

The American Fleet, the largest ever seen in the southern hemisphere, left New Zealand to-day. The flagship *Seattle* led an imposing procession out of the harbour at 10 o'clock this morning. Four seaplanes soared overhead. The weather was showery and visibility bad, but thousands lined the hills and foreshore and packed the wharves and roofgardens of the city.

The most friendly farewell messages were exchanged between Admiral Count, and the Governor-General and Prime Minister.

## SEARCHLIGHT DISPLAY.

WELLINGTON, August 23rd.

A majestic spectacle was witnessed in the harbour last night, during a searchlight display by the American warships on the occasion of a farewell ball given by Admiral Count aboard the U.S.S. *Pennsylvania*, at which the Governor-General and leading citizens were present.

The battleships were illuminated from stem to stern, and the noteworthy gathering of warships was a record one for any harbour in the Southern hemisphere.

## COMMUNISTS IN FRANCE.

## THIRTY POLICEMEN INJURED IN MARSEILLES CLASH.

MARSEILLES, August 24th.

Thirty policemen were injured in a clash with Communists, who were trying to hold a procession after a meeting. The injured Communists included Deputy Doriot, who has been conspicuous in opposition to the Moroccan campaign, and the well known leader, M. Treint.

## THE SECURITY PACT.

## BRITISH LABOUR DENOUNCES IT AS MILITARY DANGER.

MARSEILLES, August 24th.

The Socialist Congress, mentioned on August 22nd, was stamped to find a text for the resolution regarding the Security Pact, acceptable to the British as well as the French German delegates.

Mr. Noel Buxton, on behalf of British Labour, criticised the pact as a military danger directed against Russia, whereupon the French and German spokesmen defended the pact.

## EARLIER CABLES.

## DIPLOMAT KILLED.

RIGA, August 23rd.

M. Mierovics, the Latvian Foreign Minister, was killed in a motor accident to-day.

## LATEST CABLES.

## FRENCH DEBT TO U.K.

## CAILLAUX AND CHURCHILL MEET TO DISCUSS PAYMENT.

LONDON, August 24th.

M. Caillaux and Mr. Winston Churchill met at the Treasury at noon to discuss the payment of France's debt to Britain, amounting to 625 millions sterling. The contrast between the British and French viewpoints is illustrated in the respective Press comments to-day.

British newspapers emphasise that Britain expects to receive payments equal to those paid to America.

*L'Echo de Paris* says agreement is impossible unless it is admitted that France is unable to assume a burden beyond her strength.

*Le Gaulois* maintains that statistics prove that the French are indirectly more heavily taxed than the British; moreover, the British must not consider the question purely from a fiscal point of view.

*L'Ere Nouvelle* considers that the success of M. Caillaux's mission depends upon whether he meets a gentleman or a shopkeeper.

## CLOSE RANKS.

Referring to the situation in China and India, *L'Ere Nouvelle* says that this is not the time to discuss Bills, but to close ranks and face the threatening world conflagration.

*Le Matin* denies that M. Caillaux is disposed to offer fifteen millions sterling annually. The journal declares that the last offer of the French experts was a maximum of ten millions. Negotiations were adjourned because this offer was declined.

## EARLIER CABLES.

## M. CAILLAUX'S HOPES.

PARIS, August 23rd.

M. Caillaux departed for London at midday for the debt discussions without revealing a hint of what proposals he intended to make, though he told journalists that if a gentleman's offer meant one which could be fulfilled such an offer he would make.

He emphasised his confidence in the spirit of fairness of Great Britain and said that he would be inspired by determination to uphold France's traditional reputation for honesty. While bearing in mind the past and the rights derived from that past, he would enter into negotiations from the standpoint of permanent friendship.

## RIFF COAST BOMBARDED.

## NATIVE ARTILLERY DAMAGED.

MADRID, August 23rd.

A communiqué states that airmen and a battleship yesterday carried out a most vigorous bombardment of the Riff coast opposite Alhucemas, seriously damaging the enemy's artillery.

The Riffs replied to the battleship's fire.

## CYCLING CONTEST.

## WINNER'S LUCKY ESCAPE.

AMSTERDAM, August 23rd.

The world's professional hundred-kilometre cycling championship was won by Grassin (France) in 30mins. 0.4-secs. Snepck (Holland) was second, and Sere (France) third.

After the race it was discovered that Grassin's bicycle was damaged, and that another kilometre would have exposed the rider to a serious accident.

## FRENCH TRAIN SMASH.

DIJON, August 23rd.

An express from Paris collided with a stationary train in a siding to-day. There were several casualties.

## LATER.

Three persons were killed and twenty injured.

## JAPANESE AIRMEN.

## REACH MOSCOW ON WAY TO LONDON.

MOSCOW, August 23rd.

Two Japanese aeroplanes, which left Tokyo on July 25th, have arrived, en route for London.

The pilots were formally welcomed by representatives of the Government and scientific aircraft organisations.

## COMMUNISTS EXPELLED.

## FRENCH ACTIVITY UNABATED.

PARIS, August 23rd.

The Government's energetic action against the Communists continues unabated.

Yesterday 2 British, 2 Spanish, and 5 Bulgarian Communists were expelled. *L'Echo de Paris* says that an official of the Soviet Embassy, also the son of a member of the Russian trade delegation are among those arrested at a meeting of Georgian Communists on August 21st. Both were released on the intervention of the Soviet Embassy.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## ITALIAN AIRMAN.

## AWAITING FAVOURABLE WEATHER TO RESUME JOURNEY.

MANILA, August 24th.

The Italian airman, Major the Marquis Di Pinedo, has landed at Antimonon, in Tayabas province, where he is awaiting favourable weather to resume his journey to Manila.

## PREVIOUS ANXIETY.

MANILA, August 23rd.

Major Di Pinedo is overdue from Cebu whence he started seven hours ago. It is believed that he was forced to land owing to storms.

## UNEQUAL TREATIES ISSUE.

## POWERS TO SEND IDENTIC NOTE TO PEKING.

PEKING, August 24th.

It is expected that the Powers, within a day or two, will send to the Waichinpu an identic Note, in reply to the Chinese Government's Note of June 24th, on the subject of the so-called Unequal Treaties. It is understood that the substance of the reply has been agreed upon and that the document is now being drafted in Peking.

## TO PUNISH ROAD HOGS.

## HOME WRITER'S WHIMSICAL SUGGESTION.

The due chastening of the "scorching" and reckless motorist—a type by no means unknown in the Colony of Hongkong—is the theme of a writer in the *Daily Telegraph*. Says he:

"To make the punishment fit the crime is the ambition of every magistrate since Draco. Their methods are various. Some temper justice with mercy. Some temper mercy with justice. Some have no temper for either. But it is generally agreed by those in whom no recent grudge is rankling that they do their best in circumstances of growing difficulty. Certain problems they have not solved, and they show up to the present, no form which looks like success. Most urgent of these difficulties is the wanton motorist. The belief held by certain Benchmen that the motor-engine was invented to pay the police rate has confused the issue. But it will be acknowledged by all reasonable owners and drivers that an effective policy for the suppression of dangerous driving has not yet been discovered, and is much to be desired.

Public opinion, no doubt, is inclining to favour more and more drastic punishment, but the sequel to severity is often sympathy for the offender and condonation for the offence. It is of the first importance that the dangerous driver should be kept in a position of complete unpopularity. Let us by all means, if we can, ensure that he should have a most unpleasant time, but it is even more important that he should be the subject of contempt. A punishment which could combine these two penalties would be the most efficient deterrent.

It has been discovered. To a magistrate in California belongs the honour. The cable leaves him anonymous while giving the name of the offender; such is the injustice of fame. A girl undergraduate was charged with exceeding the speed limit. She was sentenced to copy out the whole of the legislation on motors. It covers, we are told, fifty pages, for the Legislature is terse in America. Even so, in the brave days of old did our pastors and masters set impositions of so many lines to write out—a whole book of the *Enchiridion* or more for dire transgressions. The modern pedagogue, they say, has abolished this penalty as dreary and deadly dull. It was. But what could be better for the scorching driver? What more potent deterrent than the thought of a quiet, lonely cell and a large, fat copybook? For you will observe that the penalty is just such as to be most intolerable to the fretful, nervous, reckless mind, and involves an ignominy of childhood most offensive to the type of human nature which gives us the ruffians of the road.

So we appeal to all the quorum—not fines next time for the bad cases, not even prison, but a few hundred lines, or a few thousand. That, we protest, will mollify their manners and prevent them being beasts.

## TYPHOON WARNINGS.

The American Consulate-General received the following typhoon warnings from the Manila Observatory by cable as under:

Received at 10 a.m. August 23rd.—Typhoon in about 120 deg. Long. E. 18 deg. Lat. N., direction unknown. Typhoon in about 138 deg. Long. E. 19 deg. Lat. N., inclining Northward.

Received at 11.25 a.m. August 24th.—Typhoon in about 128 deg. Long. E. 18 deg. Lat. N., direction unknown. Typhoon in about 139 deg. Long. E. 22 deg. Lat. N., recurring north-eastward.

## MILITARY FUNERAL.

## GUNNER BOWLES, R.G.A.

Gunner Bowles, R.G.A. died in the military hospital, yesterday morning. The funeral, which was in accordance with military rites, took place at the Roman Catholic cemetery, Happy Valley, last evening.

The coffin, placed on a gun-carriage, and headed by the band of the 2nd Battalion, East Surrey Regiment, was drawn to the cemetery by the late gunner's comrades. Two officers and a number of men from all ranks of the R.G.A. followed the cortege and were present at the grave side.

## THE LATE MR. FUNG.

## FUNERAL AT HAPPY VALLEY LAST EVENING.

The death of Mr. S. Fung, a member of the reporting staff of the *South China Morning Post*, took place at his home, No. 117, Queen's Road East, on Sunday, after an illness of long duration. He leaves an aged mother, three sisters and an elder brother.

An old St. Joseph's College boy, he was only 24 years of age. A few months ago he took an extended holiday in Japan and North China. He returned to work two months ago but soon fell ill again and was admitted to the French Hospital, from where he returned to his home a few days before his death. The funeral took place at the Roman Catholic Cemetery, Happy Valley, last evening, and was attended by several relatives, his colleagues of the *South China Morning Post* and many friends.

## CHINESE "INTELLIGENTSIA."

## JOURNAL AND AGENCY TO SPREAD THEIR VIEWS.

The *Asiatic News Service*, in a message from Peking, dated August 18th, states that for the purpose of spreading Chinese viewpoints abroad, the leaders of the Chinese students and educationists have organized a news agency, called the Chinese Telegraph Agency, and a newspaper, called the *Kuo Min Sin Pao* or *National Daily News*.

The leaders of the Chinese "intelligentsia" complain that Chinese news and despatches have been distorted by the foreign correspondents so that the real situation in China is unknown to the foreigners at home.

The foreign news department of the Chinese telegraph news agency will be controlled and edited by a "certain" foreign newspaperman who was formerly in Shanghai and Hankow, and the agency expects to beat all existing news agencies in China within a short period. These news enterprises will make their debut on September 1st.

## THE ROMANCE OF THE COWHERD.

## A GREAT DAY FOR CHINESE GIRLS.

[FROM OUR CHINESE CORRESPONDENT.]

To-day (August 25th) being the 7th day of the 7th moon according to the Chinese calendar, is the anniversary of the reunion of the cowherd and the weeping girl in the Chinese legend, and Chinese girls are duly celebrating the occasion.

Legend says that the king of heaven one day saw below on the banks of a river a cowherd and a weeping girl, and both were diligent in their respective occupations he thought they would match well, and accordingly arranged for their marriage. After the happy event, however, the couple thought more of each other than of their service to the king, who was unusually displeased. He ordered them to be separated, but was kind enough to decree that they might meet once a year, and the 7th day of the 7th moon is the anniversary of reunion.

According to the legend, when the couple meet the crows form a bridge for them to cross and the seven fair virgins of heaven join in the congratulation and assemble at the bridge to see them pass.

Unmarried women take most interest in the festival, but the women who have been married less than 12 months also play a fairly prominent part. The festival lasts two nights and one day, starting on the evening of the 6th and ending on the night of the 7th.

In Hongkong there is a celebration in Lee Yuen in Wanchai, where admission is by ticket.

It is a girls' festival and in theory boys and men are not wanted. In practice, however, most of the feasts are prepared for the benefit of the sterner sex, and if the men did absent themselves there would doubtless be considerable disappointment.

## \$878. CLAIM.

## CHINESE BROKERS IN COURT.

In the Summary Court yesterday afternoon, before the Puisne Judge (Mr. Justice Wood) Cheung Chun Ming & Co., sued Chan Chun Nam & Co., for \$878.38 damages for breach of a contract, dated June 24th last, and made between the plaintiffs and defendants for the purchase of 1,000 Shanghai Dock shares at Tls. 138 per share, on which there was a balance due of \$878.38.

Mr. Haywood appeared for the plaintiff, while Mr. McCallum was Counsel for defendant.

Plaintiff said he bought shares from a Chinese broker, paying Tls. 138. Defendant was to take delivery on July 28th. The market rate that day was Tls. 120, but he only claimed the amount on the writ. Defendant told him that he could not take delivery on that day and had since refused to pay.

Cross examined plaintiff denied that defendant came to see him a week before the date of completion. He would admit that he had the writ issued two days after asking defendant to settle up.

His Lordship: Have you got 100 Shanghai Docks?—No. At present I have not. When you asked defendant to pay on July 28th had you these shares?—No.

Mr. McCallum: I put it to you that you did not purchase these shares at all?—No, but I had made the arrangements for getting them.

It is common knowledge that brokers met and arranged a flat rate of the value of various shares, is it not?—Yes.

This was merely for the purpose of settling among themselves?—Yes.

Defendant never agreed to compromise in this matter?—He did—one or two days after Settlement Day, before the writ was issued.

I put it to you he did not compromise and has done nothing else but ask for time to pay since the writ was issued?—If I gave him time other people would not give me time.

His Lordship: Defendant did not undertake to buy from you, but instructed you to buy for him?—Yes.

Mr. McCallum argued that purchase was never completed, because plaintiff could not pay for the shares himself. There was certainly a liability to purchase, but no purchase.

Defendant said that he had never compromised on the flat rate basis, and he could not pay because the client to whom he was selling was not in Hongkong.

Evidence was given by a friend of plaintiff, who said he had the shares in question and would have disposed of them to plaintiff on August 28th, and His Lordship adjourned the case until Friday.

## "MOTHER, MOTHER."

## REMARKABLE STORY IN CHARGE OF KIDNAPPING.

On June 22nd, a Chinese woman residing in Shamshui, lost her little daughter, aged nine years. A few days ago, a woman from one of the Hakka villages in the Shamshui district, offered to sell her a little girl for \$150. This little girl was the missing child.

The story was unfolded at the Kowloon Magistracy yesterday when a Hakka woman was charged with kidnapping two little girls.

Defendant denied the charge of kidnapping, but admitted that she had harboured them. She said that she and her own daughter were in a cake-shop in Yau-mai, when the little girls came up and were given some cake. They then went home with her daughter, and were given some rice. They were afterwards taken back to Yau-mai and were told that they must try to find their way home, but the same evening they again returned to her house.

The detective-sergeant in charge of the case, stated that the children had not been ill-treated in any way and had apparently been well fed. Defendant was accustomed to collect pig-wash in the locality, and used to take the children with her. She had done this almost daily since the children were first missing, but they had not been recognised by anyone.

The mother of one of the little girls, said that she lost her child on June 22nd, and did not see her again until she saw her with defendant. She had been told that the natives of a Hakka village close by were in the habit of stealing children, and that there were several small girls there for sale. A month or so ago, she had gone to reside in Reclamation Street, and from that time the defendant used to call at her house for pig-wash. Someone told witness that defendant came from the Hakka village, and suggested that witness should tell her that she wished to buy a little girl. Witness did so, and next day defendant brought two little girls neither of them being her daughter, but she did not buy one. The next day defendant came again and brought her another little girl for whom she said she wanted \$150. The child looked up and said, "Mother, Mother." She was her own little girl. Defendant then said that if plaintiff were the girl's mother, she must have compensation for having kept her.

The mother of the other little girl said she lived with the previous witness. Her daughter had accompanied the other little girl on June 22nd and she had not seen her again until she was brought back on Sunday. She had been told that she had been harboured by defendant.

The case was adjourned until Thursday.

## TAXI COMPANY SUED.

## DRIVER WINS HIS CASE.

The Puisne Judge (Mr. Justice Wood) in the Summary Court yesterday morning, gave judgment in the case in which Chan Siu Hoi sued the Hongkong and Kowloon Taxicab Company for \$100, being the sum he paid on undertaking to learn to drive while in the employ of the firm.

His Lordship said that in this case plaintiff sued on a contract of hired service. The Company claimed that the action was barred by the Statute of Frauds, but he held that the action was outside the Statute. Plaintiff's original claim was for \$100 paid by him to defendants under the contract, and as the terms of it had not been fulfilled, he became entitled to the money. The writ had been amended, and there was an alternative claim for the same sum as damages for breach of contract by wrongful dismissal. Summary dismissal without sufficient cause was admitted by the defendants, and they paid plaintiff one month's salary as damages for this breach of contract. This, they considered, was sufficient compensation.

Plaintiff accepted this sum in part satisfaction of his claim, and now sued for the additional sum as damages on the ground that he had been deprived of the opportunity of claiming the refund of \$100 on completion of three years' service. His Lordship was of opinion that plaintiff was entitled to some assessment of damages in respect of this amount of the claim, and that the correct assessment would be such a sum as, with compound interest at 8 per cent, as from the date of the writ would amount to \$100 on the date which would have been the completion of three years' service, plaintiff to pay defendants the costs of amending the writ, and after that defendants to pay the costs of plaintiff.

## HOLOGRAPHIC WILL.

## HONGKONG RESIDENT IN SHANGHAI PETITION.

A decision of the greatest importance was given by His Honour Judge M. D. Purdy in the United States Court for China, at Shanghai, on August 18th, affecting the validity of holographic wills executed by American citizens in China. The case came before the Court on an application to admit to probate the holographic will of Frank Portland Long, deceased.

In giving judgment, Judge Purdy said: "The petitioner, Mrs. Hettie Emily Kemp, a British subject, residing in the Crown Colony of Hongkong, has presented to this court for probate the holographic will of Frank Portland Long, an American citizen, who formerly resided in Yunnan, China, where he died on August 30th, 1922. The will, which has been filed with the clerk of this court, appears to have been executed by the testator on November 10th, 1916, in the presence of one P. Safrany, and after making certain minor bequests, which need not here be specifically enumerated, leaves the entire estate of the testator, including the proceeds of two life insurance policies, in equal parts to his mother and his old chum Hettie Emily (Razzy) Kemp, the petitioner herein. The testator's mother and brother-in-law, Alexander Mackenzie, and Hettie Emily Kemp are appointed as sole executors."

IMPORTANT QUESTION OF LAW. The will is holographic, having been written wholly in the hand-writing of the testator, and was apparently witnessed by a person named P. Safrany. The sole question now before the court is one of law, and is, as to whether in this jurisdiction it will be accepted as valid without its having been attested by at least two witnesses as required by Sec. 1026 of the District of Columbia Code.

I am aware that there is a long line of decisions by this court in which it has been held over and over again by my predecessors that holographic wills are valid in this jurisdiction, when executed without attesting witnesses, and it is with extreme reluctance that I have reached the conclusion, in the consideration of this case, that those decisions cannot longer be regarded as the law which should be applied in this jurisdiction. If the matter involved related merely to the construction of interpretation of a statute, I would feel quite disposed to apply the rule which had been invoked in many prior decisions; however, I might disagree with the interpretation and construction of the law or particular statute involved. But it seems to me that the prior decisions of this court, holding holographic wills valid in this jurisdiction without two attesting witnesses, are so directly and manifestly opposed to the plain and explicit law of the United States, which this court is bound to follow, and apply, as to leave no other course open to me but to overrule those decisions.

After further dealing with the subject at great length, His Worship ordered that the petition of Mrs. Kemp for admission to probate of the holographic will of Frank Portland Long be denied.



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LIGHTEARTED REFLECTIONS ON  
LOCAL TOPICS.

[BY PUNCHINELLO.]

Now that the modest caravanserai in which I reside has at last managed to equip itself with a complete set of what Home fiction-writers inevitably describe as "silent-footed Chinese servants," and I need no longer make my own bed, and do other domestic odd-jobs—so irksome to great minds—I have begun to feel extraordinarily light-hearted, almost as blithe as the old gentleman who never fails to swallow a sufficient quantity of Eosonian salts to cover a sixpence, and then jump over a gate or something. While I don't propose to emulate this veteran's athletics, my exuberance is still such that I feel inclined to discourse brightly but sagely, now and again, on local subjects, and may even, as a special treat, burst into song.

Have you ever paused to think why it is that so many local firms collect their accounts by means of shroffs, who creep into your office and smilingly exhibit bills for you—and incidentally anybody else in your immediate entourage—to see, in preference to sending the objectionable documents in a stamped envelope? It is not solely on the grounds of economy, but in reality because the said firms wish faithfully to carry out the instructions imperiously displayed on so many walls in the Colony—"Post No Bills."

The hon. secretary of the resuscitated Hongkong branch of the China Association is Mr. Key. A bright augury that the door to prosperity will soon be unlocked.

It will be seen from a report in another column that our Home legislators of the House of Commons are to have their already bulging minds enlarged by travel, in order that they may extend their knowledge of other parts of the world while the House is not in session. In pursuance of this admirable idea, a distinguished party of M.P.s, including the amiable Indian Communist, Saklatvala, and Lady Astor, are to visit the United States and Canada next month.

With regard to Lady Astor, it seems a pity that the nobly lady cannot extend her tour as far as Hongkong, for by so doing she might disabuse her mind of the silly ideas which she has been voicing of late regarding the "scandal" of the *maison tolérée*. A few judicious enquiries among the legislators on the spot should convince her that, strange though it may seem, Hongkong manages to be quite as moral, even without the uplifting presence of Lady Astor, as England is with it.

Referring to the festivities at the Craigengower Club on Saturday evening, after the home club had won the bowls championship, a local evening paper reports that

"there were great rejoicings at the conclusion of the match, the victory being appropriately and enthusiastically celebrated in the Club house by the members and their supporters, the Taikee team sportingly joining in the merriment."

I do hope that this is not a polite indication of the condition of the revellers after the celebrations, or a suggestion that might be lyrically expressed thus:

Wide brings off an ending scurry.  
Ponder ere you drink it down.  
Craigengower's topsy-turvy,  
Taikee, too, are upside-down.

While on the subject of libations, let me utter a word of praise to the wise authorities who preside over the destinies of the Naval Canteen. A scaffolding just outside, which for some time past has forced pedestrians to make excursions into the roadway, has now been taken down, revealing a really sweet little doorway leading into the P.O.'s bar from the street. No longer now is it necessary for thirsty sea-dogs to negotiate the Stygian gloom of the old-time entrance "down the passage." A smart right (or left, according to how you are coming) turn into the little door, and you are at the hospitable counter in a twinkling. This is the latest and best instance of "Naval Intelligence."

## LESS THREAD USED.

A decreased consumption of cotton thread, owing to the change in women's dress fashions and in their methods of employing their leisure time, was stated to be the cause of a drop in profits from last year's figures by Mr. T. F. Tattersall, chairman of the English Sewing Cotton Company, at the annual meeting at Manchester recently.

## THE LUCK OF AUTHORS.

## HAPPY FOLK WHO LOAF AND ARE PAID FOR IT.

[BY STACY ARMONIER.]

As one who during his life has had many jobs, a number of which entailed working regular hours and doing what one is told, I am often impressed by the complacency of the author. He never seems to realise what a soft job he is on. I am, for the moment, leaving out all about the arts and elegancies, and simply regarding authoring as a job, as a profession, as a means of livelihood.

If one compares it to the grim professions, like those of an engineer, a cabinet-maker's foreman, a house-surgeon, an actuary, an analytical chemist, professions where the professors have to devote long continuous hours of concentration under the burden of great responsibilities, the author's profession savours of a life of unique indolence. He can get up when he likes, go to bed when he likes, work what hours he likes, and do his work where, when, and how he likes. He has no master, and is responsible only to his own artistic conscience (should he be saddled with one).

## HIS SHILLING OUTFIT.

Even compared with the other arts, it is a lax profession. The architect, the painter, the sculptor, and the musician have to go to schools and academies, and grind away for five or six years at least, before they can be expected to know the rudiments of the technique of their craft. There are no schools and academies for the author. At some lucky period of his life, usually after thinks he has done many other things, he suddenly thinks he would like to write. He buys a tuppenny writing pad and a tuppenny indelible pencil. That is all the outfit he requires.

And the strange thing is that with this shilling outfit there is nothing to prevent him writing a Best Seller, or, what is more remarkable, a notable creative work. For he soon discovers whether he can do it or not. If he can do it, it is no trouble to him. If he cannot do it, no schools, academies, efforts, heart-burning, or night sweats will ever enable him to.

## AUTHOR'S MODELS FREE.

The poor wretched painter has to rent an expensive studio with a north light. He has to buy easels, paints, brushes, drapery, and so on. He also has to hire models. The author gets his models free. He meets them in trains and buses and drawing-rooms. They even ask him home to dinner, or take him for a drive in their cars. He can work just as well in a pantry as in a palace. (I cannot vouch for this, but I was told in Algeria that Mr. Robert Hichens writes all his novels in hotel bedrooms.)

If the painter is a portrait painter, he has to stand most of the day and he is always worried by the light. Very often in the winter he cannot see to paint for weeks at a time. If he is a landscape painter he has to trapeze about in all weathers trying to find a few square acres of land in Northern Europe that has not been built over. The physical anguish of a landscape painter's life is appalling (I know by experience). If he could work in his studio entirely by memory it would not be so bad. But he is eternally questioning through miles of country that is seldom "just right" for subjects. Having eventually become inspired by something which he wants to paint it behoves him to make studies and sketches.

## LUCKLESS PAINTERS.

Now sketching from nature is a kind of paradox. The painter is not sketching from still life. He is sketching from fugitive life, and all the impediments of his technical equipment limits him to practically still life. That is to say, however skilful and quick he may be he can hardly be expected to make any kind of sketch under sixty minutes, and during that time his subject has changed, in various subtle degrees at least sixty times. (The sun is not going to keep still for any budding Corot.) The wind gets up and blows sand and dust into his paints and eyes. Directly he gets his hands full of palettes and brushes all the gnats and blue-bottles in the neighbourhood settle on his nose and bite him for all they are worth. Moreover, the rustic element not only treats him with contempt but with personal dislike, as something unclean, foolish, and abracadabracially superior. Men and women laugh at him and small boys throw mud at him.

## A LAZY LOT.

The author has to go through none of this. Provided he does not let his hair get too long, he can keep it dark about being an author at all. If he should want to make a few notes seated on a bench in the park, well, there is nothing incriminating in this. He might be doing something quite innocuous, like making out betting slips. But for the most part he does not have to make notes. He does none of these irksome things. He just sits about and subconsciously absorbs what is going on around him. A writer even of the most lurid imagination should be able to write a thousand words in, say, two or three hours. Assume that he does, and allow him 65 non-working days, this means that his output should be roughly 300,000 words a year. But how many authors are there whose output is even half this? Three hundred thousand words means four long novels or about 80 short stories.

No, I'm afraid they are a lazy lot. These figures suggest that the average author works about an hour a day for six months, and for the rest of the time he loaf about.

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### NEW BETTING SWINDLE. VISITORS TO ENGLAND DUPED OF £50,000.

Visitors to England should avoid strangers who claim to be making fortunes by backing race-horses. The strangers are the new confidence tricksters, who have found that the story of a dead uncle's great fortune is too well known to be any longer profitable.

There are several groups "working" the new fraud, and already foreign visitors have been duped this year of about £50,000 by their wiles. Not since 1930 have the confidence tricksters had such a successful season, says the *Daily Mail*.

One group of eight men stands out. Unlike the old tricksters, who left a little money with their victims, the new schemers will grab the last penny from their dupes. Some men whom they robbed were taken to Paris and there left stranded.

#### HOW THE GANG WORKS.

The actual experience of one man, who lost nearly £2,000 shows how the schemers work.

He was spoken to by a stranger on a cross-Channel boat and when he arrived in London there was an "accidental" meeting in a West End hotel.

Then a fresh stranger arrived on the scene. He was "winning tons of money" at racing, he said, and he had to leave to get the winner of a certain race. "I shall put £5 on for you," he told the victim, "and if it loses you can pay me later." Then he dashed away.

He had good news for the dupe when he returned. "It won at 6 to 1," he said, "and here is your £20." There were no more "good things" that day, it was explained. "I only won £3,000," the trickster groaned. "I got the tip too late to win more."

The next day was a wonderful one. Nearly £2,000 was "won" for the visitor, and he was not asked for a penny in advance.

The afternoon began with a visit to the well-informed man's supposed betting club in Victoria Street, Westminster. The victim and his steamer acquaintance were left in an ante-room, and in an adjoining apartment could be heard men calling out the names of horses, results, and the prices.

Occasionally a man left the "betting" room and passed the two waiting men as if he did not observe them.

The well-informed man casually informed the two waiting men that he had won nearly £4,000 for them. He apologetically explained that he could not gain their admittance to the betting room because they were non-members. "You can call to-morrow and obtain your winnings," he said.

#### CALLING FOR THE MONEY.

The next morning the victim and his steamer friend were ushered into an office where several men were writing. One had what looked like a pile of Bank and Treasury notes at his elbow.

"You have £4,000 to draw between you," he said. Then he asked the victim if he was a member. "No," said the steamer acquaintance, "we are friends of Mr. Watson."

The man with the "money" was perplexed. Then he found a way out.

Your money is here all right," he said, "pounding the supposed notes, "but I think it only reasonable that proof be furnished that if you had lost you could have paid." The victim said he had £300 at the bank and would cable home for the balance. His companion gave a banker's reference.

The dupe rushed to his bank and sent a cable for the money.

When the money arrived it was handed over, and the dupe was delighted to meet the well-informed man. He had another "good thing," but do make certain he advised that it should be backed only for a place. This was agreed to.

In a moment one of the confederates returned from the betting room. "I have placed it," he said to the well-informed man. "What do you mean?" he was asked.

"I have placed the lot on the horse," was the reply. The well-informed man was furious. "I said for a place, not placed," he roared.

After a tense few minutes the "result" arrived; the horse ran second and all the money was lost.

The well-informed man acted like a sport. "I am responsible for your trouble. Come with me to Paris to-night and I shall give you the money to-morrow," he said.

In Paris the victim was "slipped," and when he returned to London the Victoria Street offices had been vacated.

Wider and loftier railway Pullman coaches of an entirely new type that will not telescope in a collision are now running from King's Cross to Edinburgh. The coaches reach the maximum possible for British railroads; just permitting a very small margin when passing through some tunnels.

An advertisement that appeared in the columns of an Indian paper must be among the best examples of Bobo English. Here it is, word for word: "Mahomedan's hair curly and clean shaven. Gentlemen's throat cut with very sharp razors, with great care and skill. No irritating feeling afterwards. A trial solicited."

### EMPIRE STUDY FOR M.P.'S GLOBE-TROTTERING TOURS WHEN THE HOUSE IS UP.

At the recent meeting of the United Kingdom Branch of the Empire Parliamentary Association, the Prime Minister urged the desirability of members extending their knowledge of other parts of the world by travel when the House of Commons was not in Session. It is already clear that during the coming autumn this advice will be followed by a far larger number of members than usual. Some have already left for the Imperial Press Conference meetings in Australia; a dozen members are to be selected shortly to go to Newfoundland as a delegation from the United Kingdom branch of the Empire Parliamentary Association; and a large party have intimated their desire to attend the conference of the Inter-Parliamentary Union which is being held this year in the United States and Canada.

According to present arrangements the party for the last-named visit will consist of—

Sir James Agge-Gardner, M.P., Lady Astor, M.P., Mr. C. E. R. Brocklebank, M.P., Brigadier-General G. R. I. Brooke, M.P., Sir Robert Bird, M.P., and Lady Bird, Sir Henry Cowan, M.P., and Lady Cowan, Major W. P. Colfox, M.P., and Lady Colfox, Mr. J. B. Couper, M.P., Brigadier-General J. Charteris, M.P., Major George F. Davies, M.P., and Mrs. Davies, Colonel A. England, M.P., and Mrs. England, Captain Arthur Evans, M.P., and Mrs. Evans, Mr. Hugh Edwards, M.P., Sir Park Goff, M.P., Captain D. W. Gunston, M.P., and Mrs. Gunston, Sir Robert Hutchison, M.P., and Lady Hutchison, Sir Robert Horne, Lord and Lady Hemphill, Mr. C. M. Barclay Harvey, M.P., and Mrs. Harvey, Mr. George Harvey, Captain W. D'Arcy Hall, M.P., and Mrs. Hall, Mr. Dennis Herbert, M.P., and Mrs. Herbert, Mr. R. S. Hudson, M.P., and Mrs. Hudson, Sir Herbert and Lady Huntington-Whitely, Mr. J. Wardlaw Milne, M.P., and Mrs. Milne, Mr. F. Maddison and Miss Maddison, Captain P. MacDonald, M.P., Lieutenant-Colonel G. K. M. Mason, M.P., and Mrs. Mason, Captain T. J. O'Connor, M.P., and Mrs. O'Connor, Lieutenant-Colonel A. Pownall, M.P., and Mrs. Pownall, Mr. F. W. Petibick-Lawrence, M.P., and Mrs. Petibick-Lawrence, Mr. W. Paling, M.P., Mr. Samuel Roberts, M.P., and Mrs. Roberts, Mr. Ben Riley, M.P., Sir Beddoe Rees, M.P., and Lady Rees, Brigadier-General E. L. Spears, Mr. Saklatvala, M.P., and Mrs. Saklatvala, Mr. Rennie Smith, M.P., Colonel K. P. Vaughan-Morgan, M.P., Mr. Tom Williams, M.P., and Colonel H. C. Woodcock, M.P., Mr. Arthur Henderson, M.P., will join the party for the conference at Ottawa only.

Members of the party will leave England on September 16th and will attend the conference at Washington. Afterwards a conference will be held at Ottawa. Provided that his other arrangements allow, Mr. Ramsay MacDonald proposes to go to Canada in the autumn in response to an invitation from the Canadian Government. He intends to attend the conference of the Trades Union Congress and of the Labour Party, and to leave immediately after the latter by the *Magenta* on October 2nd. The details of the tour must depend upon the date of the autumn Session, but the Leader of the Opposition has already received a large number of invitations from public bodies of all kinds both in Canada and in the United States.

Wife: "Why do you go to the front door when I sing? Don't you like to hear me?" Husband: "It isn't that. I don't want the neighbours to think I'm hitting you, so I let them see me."

### HOTEL PLAZA SHANGHAI.

**Absolutely Fireproof**

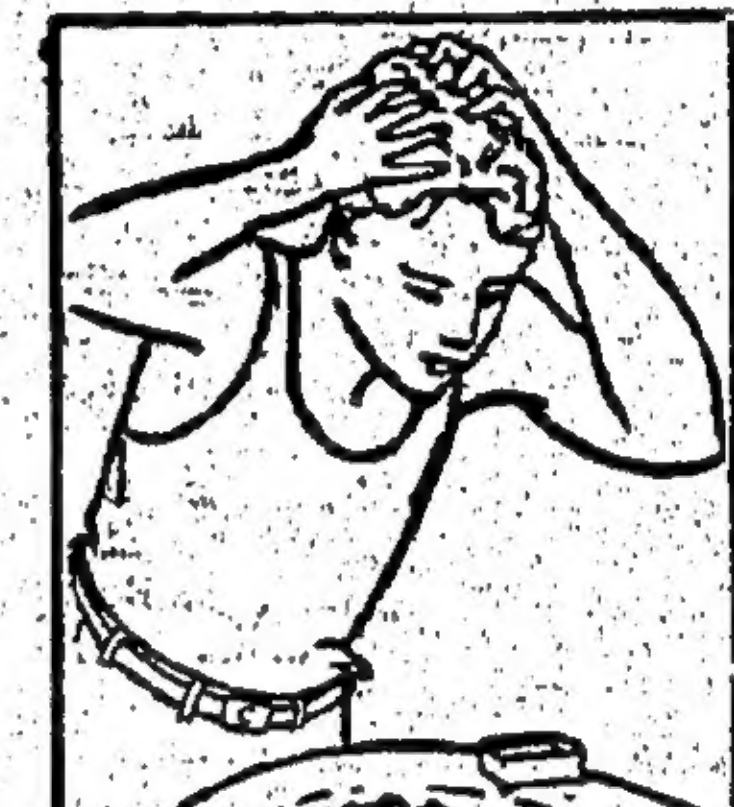
A Residence Hotel of the better class, catering to a discriminating public. Perfect service and every convenience known to the highest-class Hotels.

Every room is a cool, outside room, with private bath and modern plumbing.

**TARIFFS:**  
AMERICAN PLAN  
Single: Mex. \$7.00 to \$10.00  
Double: \$12.00 to \$18.00  
Monthly Rates from \$150.00 up

Excellent Grill and Ball Room in connection with the Hotel.

Personally managed by  
**JACQUES KLASS.**  
TELEGRAMS: "PLAZA" SHANGHAI  
PLAZA Porters meet all Steamers and Trains.



### Cuticura Clears The Scalp Of Dandruff

Regular shampoo with Cuticura Soap, preceded by light applications of Cuticura Ointment, do much to cleanse the scalp of dandruff and promote a healthy condition necessary to producing thick hair. Cuticura Soap and Ointment are ideal for everyday toilet, saving needless waste of the skin and scalp.

Small Outlets: Talcum sold throughout China. Cuticura Soap and Ointment are sold at 25¢ per box. Try the Cuticura Shaving Stick.

### HAMBURG-AMERIKA LINIE.

#### THE Motorship or Steamship "FUEBSTER BUELOW"

Having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 27th August, 1925, will be subject to Rent.

All Claims must reach us by 27th August, 1925, or they will not be recognised.

All damaged Packages will be examined by Messrs. Goddard & Douglas (Marine Surveyors) at 10 a.m. on 26th August, 1925.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
**JEBSEN & CO.,**  
Agents.

Hongkong, 21st August, 1925. [254]

### JOHNSTONE M.P.



"High Class Goods."  
**OBTAINABLE EVERYWHERE**  
SOLE DISTRIBUTORS:  
**H. RUTTONJEE & SON.**  
[254]

### NOTICE TO CONSIGNEES. AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

#### THE Steamship "MALVERNIAN"

Having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 25th August, 1925, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 4th Sept., 1925, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**THE BANK LINE, LTD.,**  
General Agents.

Hongkong, 21st August, 1925. [2548]

### THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO, ANTWERP,  
LONDON AND STRAITS.

#### The Steamship "BENVENUE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 5th Sept., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**GIBB, LIVINGSTON & CO., LTD.,**  
Agents.

Hongkong, 22nd August, 1925. [2546]

#### ON SALE.

**BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, July to December,  
1924.**

With Index. Price—\$7.50.

On sale at the Hongkong Daily Press Office.

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

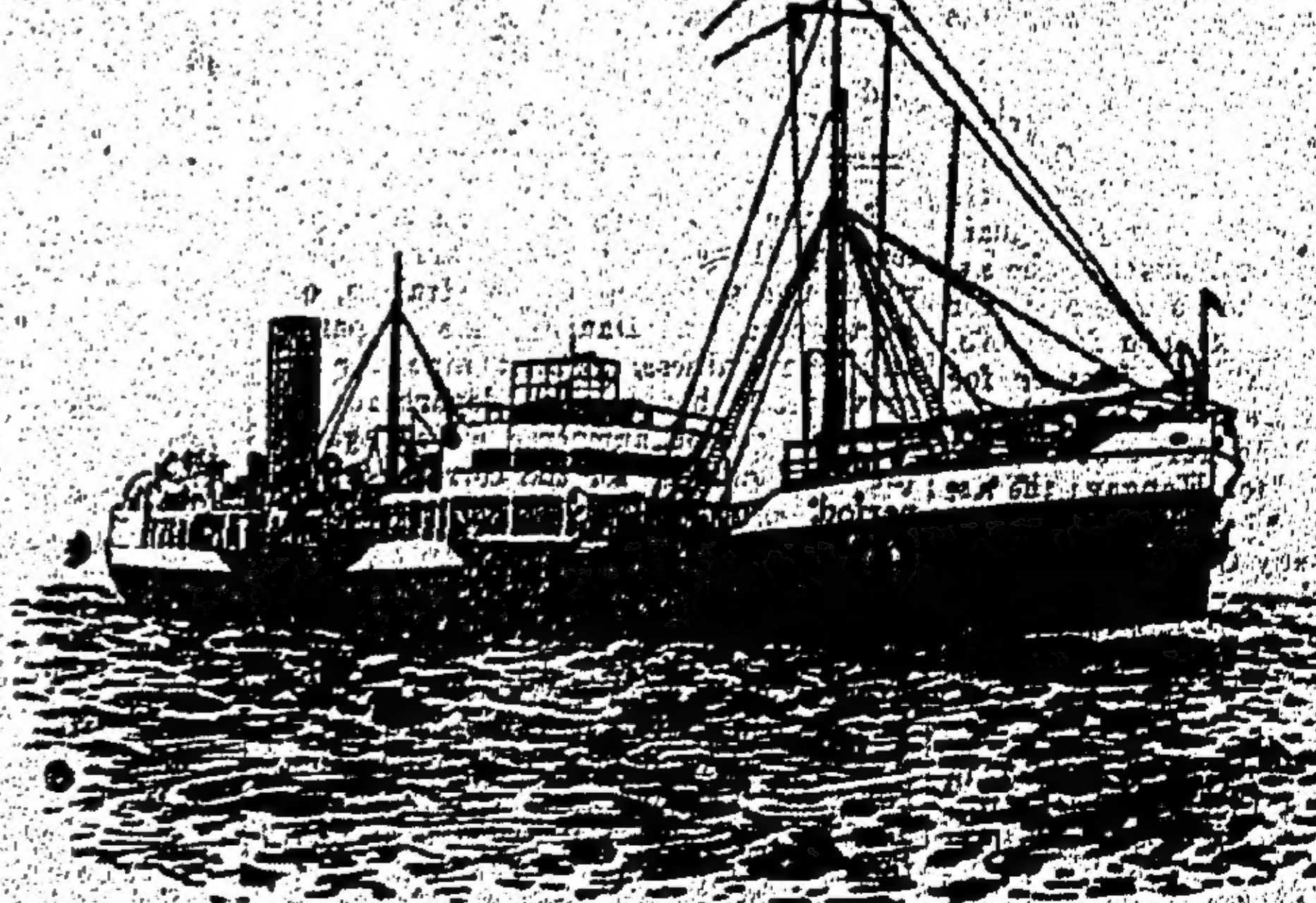
TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition

Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

Brass Foundries, Forge Masters, Electricians.



### OIL-TANK STEAMER "PALUDINA"

27' 0" X 33' 1" X 31' 0" 1,400 tons 215 X 410 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., 4 HOWLAND DOCK, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 80



## SHIPPING NEWS

## ARRIVALS.

August 24th.  
*Bintang*, Danish str., 1,745 tons, Capt. H. E. Fraussen, from Bangkok, with a general cargo, lying at buoy No. 235.  
*Esquiline*, Italian m.s., 3,115 tons, Capt. Nicholich Qualberto, from Trieste and Singapore, with a general cargo, lying at Kowloon wharf—Dodwell & Co.  
*Sunking*, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. 410—Man Yick & Co.  
*Talithyria*, British str., 6,314 tons, Capt. R. Lloyd, from Tacoma and Shanghai, with a general cargo, lying at buoy No. 43—B. & S.  
*Antenor*, British str., 6,300 tons, Capt. J. G. Reynard, from Dalny and Wosung, with a general cargo, lying at buoy No. 41—B. & S.  
*Chang Hong*, Chinese str., 410 tons, Capt. Leung Sau Kong, from Kwang Chow Wan, with a general cargo, lying at buoy No. 412—Hong On Co.  
*Empress of Canada*, British str., 12,811 tons, Capt. S. Robinson, C.B.E., R.N.R., from Vancouver, B.C., with a general cargo, lying at Kowloon wharf—C.P.E.  
*Hut Ning*, British str., 812 tons, Capt. A. H. Stewart, from Foochow and Amoy, with a general cargo, lying at Douglas wharf—Douglas, Lippin & Co.  
*Pfals*, German str., 4,578 tons, Capt. C. Pritzel, from Hamburg and Manila, with a general cargo, lying at Kowloon wharf—Melchers & Co.  
*President McKinley*, American str., 14,127 tons, Capt. A. O. Lucie, from Manila, with a general cargo, lying at Kowloon wharf—A.O.L.  
*Tauranga Maru*, Japanese str., 4,281 tons, Capt. R. Kaneko, from Singapore, with a general cargo, lying at Kowloon wharf—N.Y.K.  
*West Farolan*, American str., 4,507 tons, Capt. C. Winkel, from Manila, with a general cargo, lying at buoy No. 420—Struthers & Barry & Co.  
*Talithyria*, British str., 1,421 tons, Capt. C. E. Moore, from Bangkok, lying at buoy No. 437—Jardine, Matheson & Co.

## CLEARANCES.

August 24th.  
*Antenor*, for Singapore.  
*Benvenne*, for Shanghai.  
*Esquiline*, for Shanghai.  
*G. G. Idunary*, for Macao.  
*Hutching*, for Amoy.  
*Heian Maru*, for Taipei Bay.  
*Kanoni*, for Amoy.  
*Korea Maru*, for Keelung.  
*Pfals*, for Shanghai.  
*President McKinley*, for Shanghai.  
*Tjandjara*, for Shanghai.  
*Tauranga Maru*, for Shanghai.

## SHIPPING NOTES.

The total number of vessels in the harbour at 9 a.m. yesterday was 95, of which 49 were British.

Vessels arriving for the 24 hours ended at 9 a.m. yesterday were the s.s. *Talithyria* from Tacoma and Shanghai with 50 bags of mail and 900 tons of flour; the s.s. *Antenor* from Dalny and Wosung with one ton of general cargo over; the s.s. *Esquiline* from Trieste and Singapore; the s.s. *Hui Nam* from Kwang Chow Wan with 300 tons of general cargo; the s.s. *Hutching* from Bangkok with five bags of mail; the s.s. *Tauranga Maru* from Newport and Singapore with four bags of mail and a general cargo; and the s.s. *Sun Kong* from Kwang Chow Wan. The R.M.S. *Empress of Canada* arrived later in the day with mail from Canada, U.S.A., Japan and Shanghai.

Vessels arriving for the previous 24 hours, apart from those previously mentioned in these notes, were the s.s. *Tjandjara* from Shanghai with mails; the s.s. *Tjandjara* from Batavia with mails; the s.s. *Kuta Maru* from Takao and Swatow with five bags of mail and a general cargo; and the s.s. *Sun Kong* from London and Singapore with 60 bags of mail and a general cargo.

Vessels departing for the two periods mentioned have included the s.s. *Tjandjara* for Macassar; the s.s. *First Buelow* for Pukow; the s.s. *Emmanuella* for Shanghai; the s.s. *Malacenia* for Wosung; the s.s. *Pelesu* for Hankow; the s.s. *Lee Sang* for Wei Hai Wei; the s.s. *Atsuta Maru* No. 22 for Whampoa; the s.s. *Fraser* for Saigon; the s.s. *Sura Maru* for Shanghai; the s.s. *Ermland* for Manila; the s.s. *Ikomasa Maru* for Hongay; the s.s. *Aizawa Maru* No. 25 for Keelung; the s.s. *Hanoi* for Kwang Chow Wan; the s.s. *Donkin* for Haiphong; the s.s. *Haitan* for Hoihow; the s.s. *Parisi* for Chinwangtao; and the s.s. *Elida Clausen* for Keelung.

The m.s. *Esquiline* which arrived in port yesterday, is a Lloyd Triestino line vessel, for which Messrs. Dodwell & Co., Ltd., are the local agents. She is a new motor ship and is now on her maiden trip from Trieste to the Far East. She leaves to-morrow for Shanghai, Yokohama, Kobe, and Moji. The vessel is the first of four similar ones under construction at the San Rocco Shipyards, Trieste, all of which will be placed on the Far Eastern Service. A full description of the *Esquiline* appeared on this page in the *Daily Press* early last week.

## PASSENGERS.

## ARRIVALS.

Per s.s. *Empress of Canada*, on August 24th: For Hongkong: Mr. G. K. Allen, Miss J. Beaton, Mr. and Mrs. J. W. Bruns, Mr. L. T. Chapin, Mrs. M. H. Douglas, Mr. B. M. Marsh, Mrs. A. J. Frank, Mr. and Mrs. K. Marshall, Mr. and Mrs. A. L. Shields, Mrs. A. Arthur, Mr. P. Dupuy, Mr. C. S. Gubbay, Mr. A. Haywood, Mr. W. Leary, Mr. C. N. Manners, Mrs. D. M. Nissin, Mr. E. Shaw, Mr. R. D. Simpson, Miss F. M. Broadhurst, Mr. H. P. Aushurn, Mrs. L. Baste, Mr. H. Brennan, Mr. J. C. Devine, Mr. and Mrs. M. Duffy, Mr. R. E. Norclius, Mrs. I. C. Schumacher and two children, Mrs. A. R. Williams, Miss H. Williams, C.P.O. A. C. Lester, C.P.O. W. M. Crawley, Shipt. M. C. Dean, Mr. H. M. Jayaker, Mr. C. E. Taylor, Mrs. W. P. Bruce, Mr. C. Henry, Mr. C. Dang, Mr. A. H. Rowe, Mr. H. M. Hazell, Mr. J. A. Parker, Mr. G. H. Goodspeed, Mr. A. Stapleton, Mr. G. F. Low, Mr. R. J. T. Potter, Mr. T. G. Richards, Mr. J. G. E. Bintlou, and Mr. C. A. Smalleywood. Through to Manila: Mr. and Mrs. S. Gaches, Mr. and Mrs. F. J. Herriot, Mr. and Mrs. G. D. Orth, Mr. P. T. Rogers, Mr. P. Valdes, Mr. and Mrs. C. Whipple and daughter, Mr. S. J. Williams, Mrs. E. F. Grove, Mr. and Mrs. B. Honig, Mr. R. J. Toner, Mr. Weiss, Capt. W. E. Irvin, Master J. Irvin, L. and Mrs. T. A. Roberts, Mr. and Mrs. J. H. Deyuan, Miss J. Levande, Mrs. B. Sullivan, and Mr. S. Y. Bun.

Per s.s. *President McKinley*, on August 24th: Miss E. S. Atkins, Mr. E. G. Barnett, Miss G. L. Bendelock, Dr. J. R. Francisco, Mr. E. Gudmundson, Mr. S. G. Kirkland, Mr. and Mrs. L. McPherson and three children, Mrs. E. Notley, Miss P. Notley, Miss B. M. Pope, Miss M. M. Smith, Mrs. O. Strijevsky, Miss J. Strijevsky, Mrs. L. J. Thurman, Miss E. V. Nora, Mr. and Mrs. P. S. Crovat, Mrs. L. I. Hammond, Miss L. Hammond, Mr. C. H. Lavers, Mr. C. Agnaba, Mr. O. Aligada, Mr. M. Angeles, Mr. J. A. Benidin, Mr. A. Bolano, Mr. J. Boardman, Mr. J. C. Canave, Miss F. Eliazar, Miss B. Enrie, Mr. L. Francisco, Mr. M. Gonzales, Mr. G. H. Gray, Mr. and Mrs. G. B. Hillman, Mr. H. B. Hillman, Mr. H. A. Iverson, Mr. T. M. Kalaw, Mr. P. Limjap, Mr. P. E. Lagudo, Mr. and Mrs. S. Osmena, Mr. E. Osmena, Mr. J. Osmena, Dr. A. Q. Pagnio, Mr. A. Pablo, Mr. P. Quimpo, Mr. A. M. Ramos, Mr. R. Reinoso, Mr. W. Roberts, Mr. J. S. Reyes, Mrs. E. N. Thompson, Mr. S. Vilar, Mr. A. Welhaven, and Mr. F. Zamora.

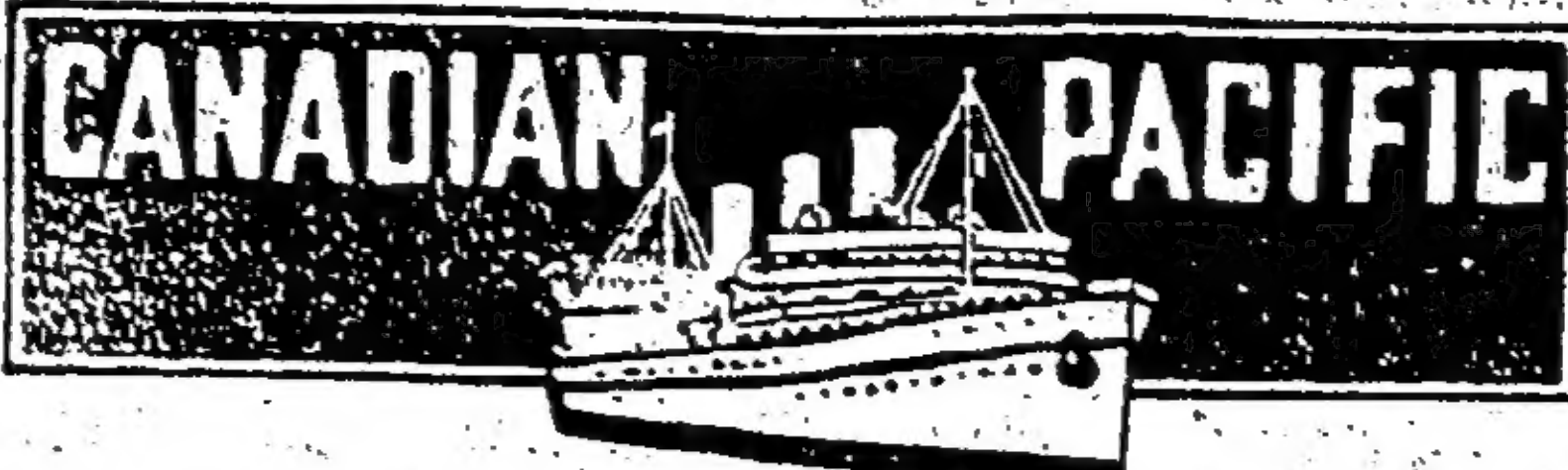
## DEPARTURES.

Per P. & O. s.s. *Macedonia*, on August 24th: Mr. P. C. Humby, R.N., Mr. W. Norris, R.N., Mr. P. H. Leach, Capt. S. Feary, D.S.O., R.E., Mr. M. McCauley, Miss H. McCauley, Mr. and Mrs. B. McP. Austin, Mr. J. M. Pearson, Mr. J. Kaye, Mr. F. R. C. Surplice, Mr. A. G. Williams, Mr. E. C. Buckenham, Mr. and Mrs. Ng Neng Chung, Mr. E. D. Green, Miss A. Sundsen, Mr. Chun Lo Tong, Mr. Chun Chan Hing, Mr. Tsun Hoi Chan, Mr. M. W. Coyne, Mr. and Mrs. Wang Shau Wu and infant, Mrs. W. O. Daniels, Dr. and Mrs. H. M. Golding, Mr. C. W. Somers, Mr. A. H. Frost, Mr. W. Carro, Mr. R. Clarke, Mr. Dobson, Mr. and Mrs. E. J. Manolo-Hughes, Mr. E. E. Back, R.N., Capt. and Mrs. Tonkin, Capt. C. R. Spear, Mr. Levinaky, Mr. and Mrs. D. R. Tinning, Miss Tinning, Mr. J. D. Scott, Mr. G. E. Legge, Mr. W. Dixon, Mr. R. Wright, Mr. and Mrs. E. D. Jones and child, Mr. W. Litley, Mr. G. W. W. R. Lea, Father Ghislanzoni, Mr. and Mrs. J. H. Andrews, Mr. W. Huxton, Mr. F. J. Bowtell, Mr. H. Baker, Mr. Northensen, Mr. and Mrs. A. L. Cox and infant, Master Cox Miss Cox, Miss M. Vinal, Mr. A. J. Ballard, Mr. Sharman, Mr. A. L. Mitchell, Mr. Tsukagishi, Mr. Hirose, Mr. Levine, Mr. and Mrs. R. de Kat, Mr. and Mrs. P. O. Rogers and infant, Miss G. B. I. Rogers, Lt. S. J. G. Cornall, Mr. O. A. Carter, Miss M. B. H. Wallace, Miss E. E. Nixon, Mr. P. Bowen, Mr. P. Harman, Miss Garnett, Mrs. B. A. Trotter, Mr. A. H. Franklin, Mr. P. W. Fock, Mr. Christensen, Mr. S. Capp, Mr. C. Han, Mrs. F. Han, Mr. W. Han, Miss E. Han, Mrs. G. G. Barnes and infant, Miss E. M. Barnes, Mr. and Mrs. G. S. Hill, and Master Hill.

For the 24 hours ended at 9 a.m. yesterday, there were seven arrivals, of which two were British, one Italian, one Portuguese, one Danish, one Japanese and one Chinese, against nine for the previous 24 hours. The departures for the same period numbered eleven against the same number for the corresponding period.

The s.s. *Antenor*, which has arrived in port, sails to-day for Marseilles, London, Rotterdam and Glasgow; and the R.M.S. *Empress of Canada* leaves here to-morrow for Manila; returning from Manila on August 31st, and departing from Hongkong for Vancouver on September 4th. The P. & O. s.s. *Gairioppa* also leaves to-day for Shanghai and Japan.

Of the coast steamers, the Douglas Line s.s. *Hutching* was despatched yesterday for Swatow, Amoy and Foochow; and the China Navigation Company now announce the sailing of the s.s. *Chienyang* for Shanghai to-day and the s.s. *Kayong* for Haiphong, Hoihow and Bangkok on Friday. The Macao-Hongkong sailings continue as usual.



## HOME VIA CANADA

Future Sailings to VANCOUVER, via Shanghai and

Japan Ports and Atlantic Connections.

Leave	Arrive	Leave	Arrive
Empress Canada	Sept. 4 Sept. 21	Empress Scotland	Sept. 30 Oct. 7
Empress Russia	Sept. 17 Oct. 5	Empress France	Oct. 14 Oct. 21
Empress Australia	Oct. 2 Oct. 21	Montrose	Oct. 30 Nov. 7

Choice of accommodation on these ATLANTIC steamers actually held for sale in offices at ports of call in the Orient.

FOUR TRANS-CONTINENTAL TRAINS DAILY FROM VANCOUVER STOP-OVER ALLOWED AT ALL PORTS. Standard Sleeping Cars—Compartments—Drawing-Room.

Canadian Pacific HOTELS at VICTORIA, VANCOUVER, ROCKY MOUNTAIN RESORTS, CALGARY, WINNIPEG, MONTREAL and QUEBEC. DOMINION EXPRESS TRAVELLERS' CHEQUES issued at all Canadian Pacific Offices—Payable Everywhere. BAGGAGE INSURANCE sold at all Canadian Pacific Offices.

## HONGKONG—MANILA—HONGKONG SERVICE

Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
Aug. 26	Aug. 28	EXPRESS CANADA	Aug. 29
Sept. 9	Sept. 11	EXPRESS RUSSIA	Sept. 12

Steamers arrive MANILA early morning and sail in evening of following day.

## CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752. Cables: GACANPAC.  
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America G-240, G-242, G-244.

KAGA MARU (Direct Nagasaki) ... 10th Sept.  
 IYO MARU ... 16th Sept.  
 MARSEILLES, LONDON & ANTWERP via Singapore & Ports  
 ATSUTA MARU ... 24th Sept.  
 KASHIMA MARU ... 24th Sept.  
 HAMBURG via LONDON & ROTTERDAM.  
 DAKAR MARU ... 21st Sept.  
 LIVERPOOL via ADEN & MARSEILLES.  
 TOBA MARU ... 18th Sept.  
 SYDNEY & MELBOURNE via Manila & Ports.  
 TANGO MARU ... 23rd Sept.  
 AKI MARU ... 21st Oct.  
 NEW YORK and/or BOSTON via PANAMA.  
 MAYBASSEI MARU ... 11th September  
 BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.  
 KAMAKURA MARU ... 1st Sept.  
 JAVA.  
 BENGAL MARU ... 8th Sept.  
 BOMBAY via Singapore, Penang & Colombo.  
 SADO MARU ... 11th Sept.  
 CALCUTTA via Singapore & Rangoon.  
 NAGASAKI, KOBE & YOKOHAMA.  
 AKI MARU ... 17th Sept.  
 SHANGHAI, KOBE & YOKOHAMA.  
 MITO MARU ... 4th Sept.  
 FUJIMI MARU ... 8th Sept.  
 TAMBA MARU ... 16th Sept.  
 HAKOZAKI MARU ... 22nd Sept.

For further information, apply to— NIPPON YUSEN KAISHA.  
 Telephone: Central Nos. 292, 293 & 2423. S. KINOSHITA, Manager.

KONINKLYKE PAKETVAART  
 MAATSCHAPPY.  
 (ROYAL PACKET NAVIGATION CO. ON BATAVIA).

## THE STEAMSHIP

## "VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN-DEAL and PENANG, on the 2nd September, 1925.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.  
 English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN,

Telephone 1574.

YORK BUILDING, CHATER ROAD.

## NOTICE TO MARINERS.

A notice to mariners in respect of the Canton District has been issued that the Collinson Reach Barrier Light and the Collinson Reach Barrier Buoy Light will be re-exhibited at sunset from August 19th. Their characteristics remain as heretofore.

OVER HALF A CENTURY REPUTATION FOR THE DR. LE CLERC'S PILLS FOR THE TREATMENT OF DYSPEPSIA, INDIGESTION, COLIC, GASTRITIS, ACIDITY, BILIOUSNESS, CONSTIPATION, HEADACHE, NEURALGIA, MIGRAINE, RHEUMATISM, GOUT, GRAVEL, CALCULI, AND ALL AFFECTIONS OF THE DIGESTIVE SYSTEM. DR. LE CLERC'S PILLS FOR THE TREATMENT OF DYSPEPSIA, INDIGESTION, COLIC, GASTRITIS, ACIDITY, BILIOUSNESS, CONSTIPATION, HEADACHE, NEURALGIA, MIGRAINE, RHEUMATISM, GOUT, GRAVEL, CALCULI, AND ALL AFFECTIONS OF THE DIGESTIVE SYSTEM.

INDO-CHINA  
 STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

SANDAKAN	"HINSANG"	Tuesday	25th Aug. at 4 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Friday	28th Aug. at 3 p.m.
YOKOHAMA via KOBE	"HOSANG"	Wednesday	2nd Sept. at Noon
STRAITS & CALCUTTA	"FOOKSANG"	Wednesday	2nd Sept. at 3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Tuesday	8th Sept. at 3 p.m.
KOBE via SHANGHAI & MOJI	"LAISANG"	Friday	11th Sept. at 7 a.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY SATURDAY FROM SORA FERRY
HONGKONG—HAIPHONG LINE	EVERY SUNDAY FROM SORA FERRY
HONGKONG—BORNEO LINE	EVERY FORTNIGHT
HONGKONG—TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO. LTD.  
 GENERAL MANAGERS.

Telephone Central No. 215.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

O.K.—STRAITS, CHINA & JAPAN SERVICE.

## OUTWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
"GLENAMORY"	24th Aug.	"FEMERBROKESHIRE"	27th Aug.
"GLENAGARRY"	31st Aug.	London, Rotterdam & Hamburg via Oran	
"GLENSEBANE"	22nd Sept.	"GLENIFFER"	6th Sept.
"GLENAPP"	1st Oct.	London, Rotterdam & Hamburg via Oran	
"GLENMARTINSHIRE"	18th		
"GLENLUCE"	1st Nov.		

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO. LTD.,  
 THE GLEN LINE, LTD., AGENTS.

Telephone: Central No. 215 sub-ct. 23, and Central 2350.

## AMERICAN FAR EAST LINE

OPERATED FOR

UNITED STATES SHIPPING BOARD

By STRUTHERS & BARRY, Managing Operators.

## REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES  
 FROM HONGKONG BY DIRECT ROUTE  
 (22 days to San Francisco, 22 days to Los Angeles).

U.S.S. "WEST FALCON"	22 days to Los Angeles.
U.S.S. "WEST CAJON"	22 days to Los Angeles.
U.S.S. "WEST JESTER"	22 days to Los Angeles.
U.S.S. "WEST PROSPECT"	22 days to Los Angeles.

For Full Information, Apply to—

STRUTHERS AND BARRY.

L. EVERETT, Inc., General Agent, Japan, China, Philippine Islands, Indo-China, Straits Settlement.

AMERICAN  
 ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD by  
 ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT MCKINLEY"	Aug. 25th, 5:00 p.m.
"PRESIDENT JEFFERSON"	Aug. 28th, 5:00 p.m.
"PRESIDENT GRANT"	Sept. 10th, 5:00 p.m.

TO EUROPE—\$120—\$112—\$110

FOR MANILA

"PRESIDENT MCKINLEY"	Aug. 17th, 5:00 p.m.
"PRESIDENT JEFFERSON"	Aug. 20th, 5:00 p.m.
"PRESIDENT GRANT"	Sept. 10th, 5:00 p.m.

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK. For Passage and Freight Booking apply to—

ADMIRAL ORIENTAL LINE, Managing Operators.

Telephone: Central 2477, 2478 & 2479. Hongkong and Shanghai Bank Building.

THE SWEDISH EAST ASIATIC  
 COMPANY, LIMITED,

GOTHENBURG.

Regular Freight Service for:

BARCELONA, VALENCIA, AMSTERDAM, HAMBURG.

COPENHAGEN, GOTHENBURG and Other

SCANDINAVIAN PORTS.

M.V. "NANKING" Will leave on or about 10th October. Subject to change without Notice.

For further particulars, please apply to— GILMAN & CO. LTD., Agents.



**THE BANK LINE, LTD.**

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE  
AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "MALVERNIAN" ... via Suez Canal ... 19th September  
S.S. "WALTON HALL" ... via Suez Canal ... 7th OctoberBOSTON NEW YORK & NEW ORLEANS  
AMERICAN & ORIENTAL LINE

S.S. "ELMBANK" ... via Suez Canal ... 1st September

UNITED KINGDOM & CONTINENT  
"ELLERMAN" LINE  
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "KNOWSLEY HALL" ... 8th September  
FOR MARSEILLES, LONDON, ROTTERDAM & ANTWERP.

MODERATE PASSAGE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA  
ORIENTAL-AFRICAN LINES.S. "SURAT" ... Middle August  
Loading for Mauritius, Delagoa Bay, Durban, East London, Agnes Bay, Port Elizabeth, Mossel Bay and Capetown.  
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Obinda, Inhambane, Zambezi, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascari.AUSTRAL-EAST INDIES LINE.  
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.  
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

**BOSTON, NEW YORK & BALTIMORE**

Joint Service of the

BLUE FUNNEL LINE

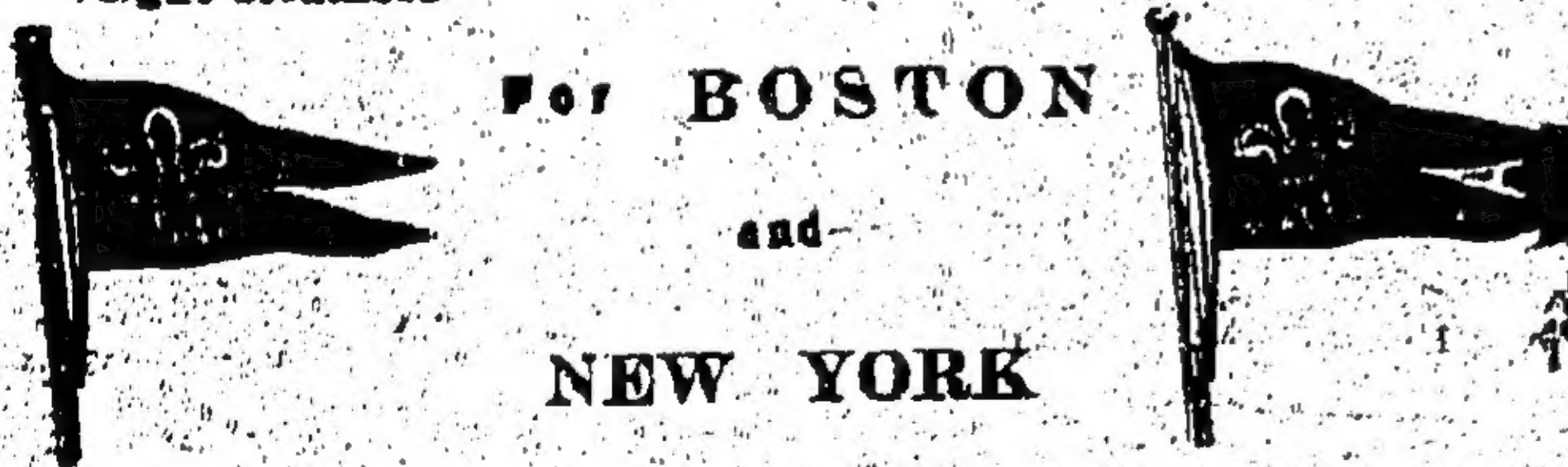
(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Hongkong:

S.S. "LAOMEDON" ... via Suez Canal ... 26th August  
S.S. "PRELUS" ... via Suez Canal ... 7th Sept.  
S.S. "MALVERNIAN" ... via Suez Canal ... 19th Sept.  
S.S. "TEUCRE" ... via Suez Canal ... 23rd Sept.Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.For Freight and Particulars apply to—  
BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.  
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "GARLIC PRINCE" ... 2nd half Sept., 1925

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST) LIMITED.  
(Incorporated in Great Britain)  
King's Buildings.**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.**  
**VETARZO BLOOD MEDICINE**

Never before was there anything like it, nor are the marvellous properties likely ever to be equalled in disappearing from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, eczema and glandular swellings, bad legs, abscesses, ulcers, scrofula, gonorrhea, rheumatism, gout, or Dermatitis. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

**VETARZO BRAIN AND NERVE FOOD.**  
For Nervous Breakdown and Chronic Weakness.  
VETARZO REGULATORS. Sole and Reliable.  
Bottle Price 2s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W. 5, London, Eng. Unimpaired Dealers may try to sell you something else or advise you not to accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by Licensed Cash Dispensaries.**P. & O., British India**  
**Apear and**  
**Eastern & Australian**  
**Lines**(COMPANIES Incorporated in ENGLAND).  
**MAIL AND PASSENGER SERVICES**  
SINGAPORE, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KIDDERPORE"	5,334	29th Aug.	Marseilles, Casablanca, L'orient, Antwerp & Hamburg
"NARKUNDA"	16,337	1st Sept. Noon	Marseilles & London
"JEYPORE"	5,318	11th Sept.	Singapore, Penang, Colombo & B'way
"KHYBER"	9,114	19th Sept.	Port Sudan, Marseilles, London, Antwerp & Hull
"NAGPORE"	5,493	24th Sept.	Singapore & Bombay
"KARNATA"	9,132	3rd Oct.	Marseilles, London & A'werp
"SUDAN"	4,994	13th Oct.	Singapore, Penang, Colombo & B'way
"MALWA"	9,132	17th Oct.	Marseilles & London
"SICILIA"	9,132	19th Oct.	Singapore, Penang, Colombo & B'way
"KHIVA"	9,132	21st Oct.	Marseilles, London & Antwerp
"MANTUA"	10,903	14th Nov.	Marseilles & London
"KALYAN"	9,144	28th Nov.	Marseilles, London & Antwerp
"KASHMIR"	9,935	10th Dec.	Singapore, Penang, Colombo & B'way
"MOREA"	10,911	12th Dec.	Marseilles & London
"KASHGAR"	9,005	26th Dec.	Marseilles & London
"MALEDONIA"	11,039	1926	Marseilles & London
"KHYBER"	9,114	23rd Jan.	Marseilles, London & A'werp
"DELTA"	9,007	4th Feb.	Singapore, Penang, Colombo & B'way
"MALWA"	10,941	18th Feb.	Marseilles & London

**BRITISH INDIA-APOAR SAILINGS**

S.S.	Tons	From Hongkong (about)	Destination
"TILAWA"	10,008	24th Sept.	Singapore, Penang & Calcutta
"TALAMBA"	9,018	30th Oct.	do

**EASTERN AND AUSTRALIAN SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
"TANDA"	9,958	2nd Sept.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne
"AKAFURA"	9,000	7th Oct.	do
"SI ALBANS"	4,500	4th Nov.	do
"TALAWA"	9,958	12th Dec.	do
"AKAFURA"	9,000	18th Jan.	do
"SI ALBANS"	4,500	3rd Feb.	do

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hong Kong, Amoy, Swatow, Tientsin, Peking, Harbin, and other ports en route as indicated on the Company's Itinerary.  
Passenger connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for South America and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

S.S.	Tons	From Hongkong (about)	Destination
"GAISOPPA"	5,237	20th Aug. D.L.	Moji, Kobe, Osaka & Yokohama
"NAGPORE"	5,237	29th Aug.	Shanghai, Moji & Kobe
"KARNATA"	9,132	4th Sept.	do
"TILAWA"	10,008	6th Sept.	Kobe, Moji & Yokohama
"AKAFURA"	9,000	13th Sept.	Shanghai & Kobe
"MALWA"	10,941	18th Sept.	Shanghai, Moji & Kobe
"SUDAN"	4,994	21st Sept.	do
"TALAMBA"	9,018	2nd Oct.	Shanghai, Moji & Kobe
"KHIVA"	9,132	2nd Oct.	Shanghai & Kobe
"SICILIA"	9,132	2nd Oct.	Shanghai & Kobe
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama
"MANTUA"	10,903	17th Oct.	Shanghai, Moji & Kobe
"KALYAN"	9,144	18th Nov.	Moji, Kobe & Yokohama
"TANDA"	9,958	14th Nov.	Shanghai, Moji & Kobe
"MOREA"	10,911	14th Nov.	Shanghai, Moji & Kobe
"KASHMIR"	9,935	14th Nov.	Shanghai, Moji & Kobe
"KASHGAR"	9,005	28th Nov.	Shanghai & Kobe
"SUDAN"	4,994	25th Nov.	Shanghai & Kobe
"MALEDONIA"	11,039	12th Dec.	Shanghai, Moji & Kobe
"AKAFURA"	9,000	12th Dec.	Moji, Kobe & Yokohama
"KHYBER"	9,114	26th Dec.	Shanghai, Moji & Kobe
"MALWA"	10,941	1926	Shanghai, Moji & Kobe
"DELTA"	9,007	9th Jan.	Shanghai & Kobe
"ST. ALBANS"	4,500	9th Jan.	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**Passengers for Hongkong must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
All cabins are fitted with Electric Fans free of charge.  
Parasols measuring not more than 24 in. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.  
For Further Information, Passage Fare, Freight, Handbags, etc., apply to—  
**MACKINNON, MACKENZIE & CO.,**  
P. & O. Building, Cornhill Road Central, HONGKONG.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY & FOCHOW**

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. W. S. Turnbull ... Monday, 24th August at 1 p.m.  
For Amoy and Fochow, Calling at Amoy for Passengers only.Arrivals and Departures from the Company's Wharf (near State Pier).  
Round Trip Tickets will be issued from Hongkong to Fochow (Fuzhou) and return by the same steamer by the "HAICHING," "HAICHONG" and "HAICHING" at the reduced rate of \$80.00 including meals while the steamer is in port.

For Freight and Passage apply to—

DOUGLAS LAFDAIR &amp; CO.

**CHINA NAVIGATION CO., LIMITED.**AMOI & SHANGHAI ... "CHEKIANG" ... On 25th Aug. 4 p.m.  
WUHAIR, CHEFOO & TIENTSIN ... "HUICHOW" ... On 27th Aug. 4 p.m.  
HAIPEONG, HOIHOW & BANGKOK ... "KAYING" ... On 29th Aug. 11 a.m.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE.

TELEPHONE CENTRAL 22.

Agents.

CARGO AND PASSENGER CAN BE SHIPPED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

**AUSTRALIAN-ORIENTAL LINE, LTD.****"CHANGTE"**

This Vessel will sail hence on her maiden voyage on 25th Sept., at 4 p.m.

MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.  
Through Bills of Lading issued to all AUSTRALIAN, NEW ZEALAND AND TASMANTIAN PORTS.THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.  
(Sailing Subject to Alteration)For Freight and Passage, apply to—BUTTERFIELD & SWIRE,  
Tel. C. 34. Agents.**DODWELL & CO., LTD.****NEW YORK BERTH.**

LOADING FOR MANILA, BOSTON, NEW YORK.

S.S. "KENDAL CASTLE" ... Sails 2nd Sept.

**LLOYD TRIESTE.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$56.

**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.S. "ESQUILLO" ... Sails 25th Aug.  
S.S. "GERANIA" (cargo only) ... Sails 10th Sept.  
S.S. "DUCHESSA D'AOSTA" ... Sails 18th Sept.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

M.S. "ESQUILLO" ... Sails 7th Sept.  
S.S. "DUCHESSA D'AOSTA" ... Sails 31st Sept.**NATAL LINE OF STEAMERS**

FROM CAIRO, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" ... sails 1st September  
S.S. "UMZUMBI" ... sails 1st October

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED

Telephone Central 1024.

Agents.

**M. MESSAGERIES MARITIMES M.**  
**SERVICES CONTRACTUELS**

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for S'hai and Japan.	Probable Sailings from Hongkong to Marseilles.
PAUL LECAT	1925	1925	1925
AMBOISE	1st Sept.	1st Sept.	1st Sept.
ORANTILLI	14th Aug.	1st Sept.	1st Sept.
PORTHOE	22nd Aug.	1st Sept.	1st Sept.
ANGKOR	11th Sept.	1st Sept.	1st Sept.

**RATES OF PASSAGE MONEY TO MARSEILLES**(Including Table Wine and Free Doctor's Attendance)  
A CLASS (1st Class) ... \$ 95.00. 01. B CLASS (1st Class) ... \$ 85.00. 01.  
SEAMEN (2nd) ... \$ 65.00. 01. SEAMEN (2nd) ... \$ 60.00. 01.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "DUNKIRK" ... loading for HAYRE ANTWERP

S.S. "YANG-TSE" from DUNKIRK, LONDON &amp; HAYRE is due to arrive about 24th September.

Sailings subject to alteration without notice.

For full Particulars apply to—  
MESSAGERIES MARITIMES CO.,  
Telephone Central 740. 8, Quai de Commerce, HONGKONG.



